ARCHITECTURE DEPARTMENT

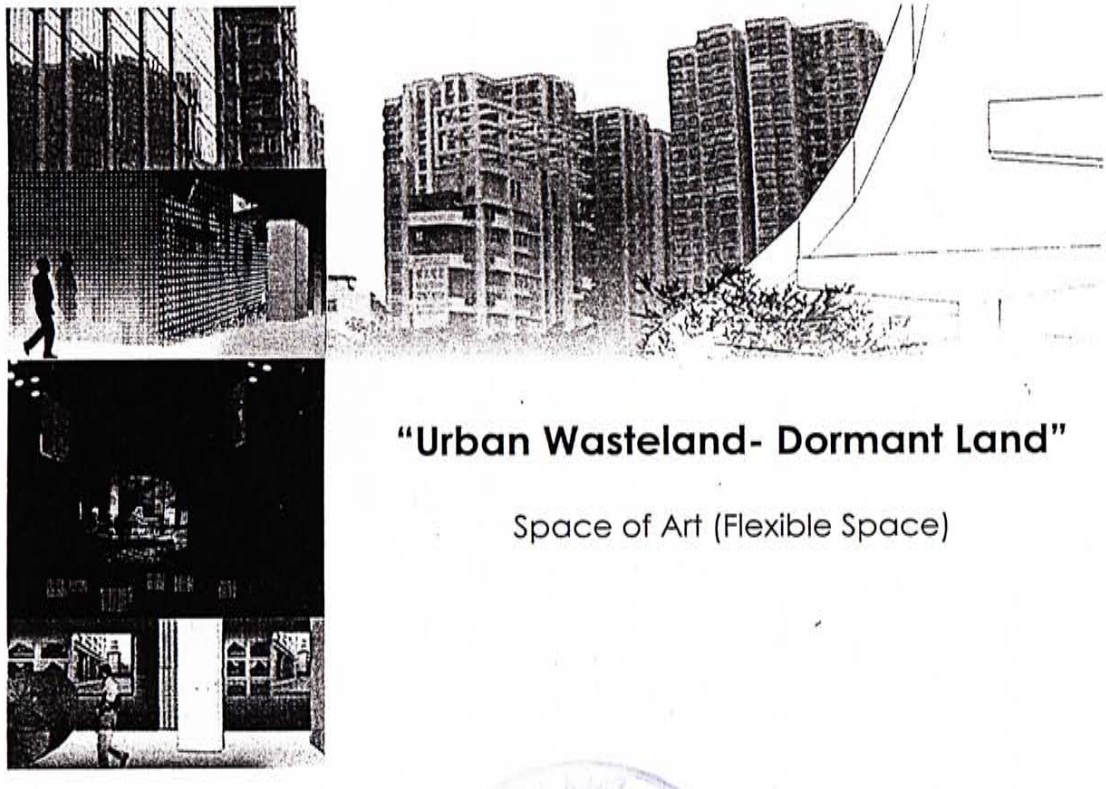
MASTER OF ARCHITECTURE PROGRAMME

CHINESE UNIVERSITY OF HONG KONG

2006-2007 DESIGN REPORT

URBAN WASTELAND - DORMANT LAND: SPACE OF ART (FLEXIBLE SPACE)

TO Mei Ki May 2007



"Urban Wasteland- Dormant Land"

Space of Art (Flexible Space)

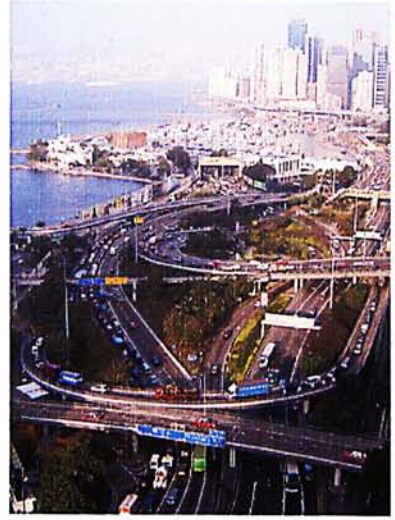
Table of Content:

Introduction:

Hong Kong is a high-dense city, according the government statistics the land area has 1,099 square kilometres of which about 17 per cent is built-up. Hong Kong has a population of more than six million and average of 30 square meter of land per person.
Since 1960's the flyovers construction ear began to exact its change on the urban fabric in Hong Kong, a new kind of site emerged. Flyovers and multi-lane streets were imposed into the existing city grid structures in order to provide a faster linkage from one place to another. According to statistics from Highways Department in 2006, there are a total of 1154 flyovers, 700 footbridges and 400 subway underpasses in Hong Kong. However, there are about 275 licensed vehicles for every kilometre of road, and the topography makes it increasingly difficult to provide additional road capacity in the heavily built-up areas. Flyovers and spread of roads often result an uncompromising impact upon the living environment. Urban land tends to be undesirable due to the flyovers and multi-land streets run through the district referred in this paper as "Urban Wasteland- Dormant Land". Some multi-land streets which built on districts resulting in the diagonal bisection of traditional city blocks. Some district underneath the flyovers causing poor physiological conditions, such as garbage, storage, carpark and habitants area of the homeless people. In present day Hong Kong we can hardly find any Wasteland with empty lots. Land is expensive in the city and it cannot stay undeveloped. The concept of Wasteland still continues to exist in Hong Kong. It is a numerous disasters which need a better idea to managing the problems of wasteland for future development.

Definition of Wastelands and Dormant land:

"Dormant land was described as land undamaged or only slightly damaged, which could be make useable without great works or reclamation and included demolished buildings, bomb sites, abandoned allotments and unused bits of land left over after development. Some of this land is vacant, some is in temporary use, for example, as car parking or storage." [1]
Wasteland is considered to be a wasted piece of land or a destroyed area in the midst of urban built up areas and dormant land is considered to be a undamaged of land that is vacant or temporary use in the cities. Those leftover sites have generally produced low density use sites in Hong Kong. Usually urban wasteland and dormant land only serve as redundant, temporary car parking or storage, and most of it seems to have potential for other use. In the 20's century wasteland can be regarded in line with a number of other negative motifs, such as garbage, storage, disease, insects, etc.



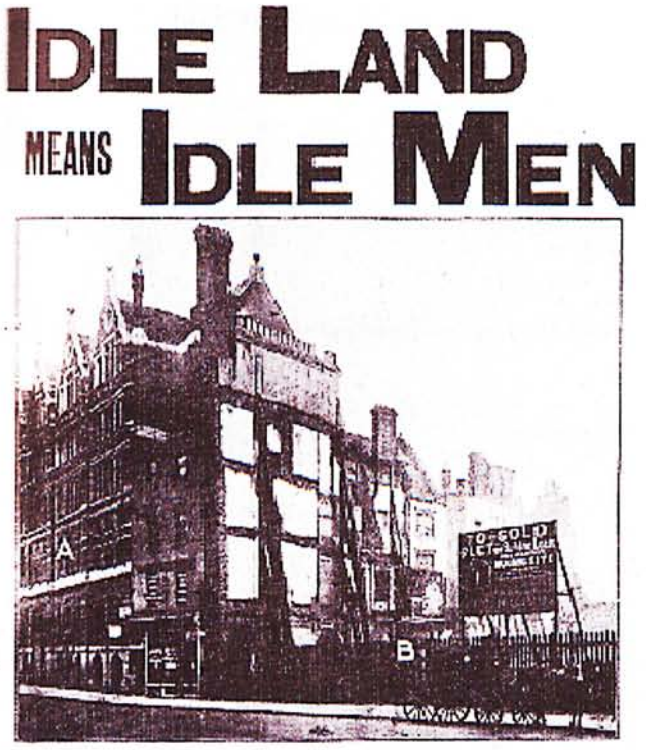
Thesis Statement:

Urban Wasteland and dormant land have now become a characteristic of Hong Kong. This thesis will show that despite their inherent drawbacks urban 'dormant' land or wastelands can be developed to be a useful infill projects that restore community life to idle spaces. The characteristic of wastelands are triangular shape, isolation from surrounding urban development, motor way intersections and bypasses, noise from traffic and industrial processes. In inner Hong Kong, the areas along flyovers, parks, waterfront and carparks that often has a wasteland character. This paper considers high density as the necessary criteria for sustainability. Therefore, the first approach includes explore how wasteland can deal with the areas and buildings surround by flyover/ multi-land street, so that to find the new relationship between the urban environment and flyovers/ multi-land street. In this relationship, topographies, edge condition, liveless and other factors that can also determine the new meaning of urban wasteland.

1 *Moss, Graham. Britain's Wasting Acres, London. The Architectural Press, 1981, p.56*

History of Urban of Wasteland and Dormant Land:

In ancient art, a visual image of the town appears as a pictogram. The town as a part of scenery does not contrast the town (building & infrastructure) and nature (mountains, valleys, deserts & canyons). As the post-war period, it withdrawn from the surban of a natural landscape. According to the Civic trust in 1977 it state that Britain's urban dormant land or wasteland was at least a quarter of a million acres lying throughout the cities, towns and villages. By 1980's urban wasteland had become a political issues. People aimed to rise the land values in order to prevent unemployment. *"Land in being taken from farming at the rate equivalent to the loss of the whole of Bedfordshire every four years, and thousands of buildings- many of them with a useful life left- continue to be demolished yearly to give space for new development. At the same time, this Report estimates that at least a quarter of million acres in Britain lie dormant."*[2]
Moreover, In 20's century urban landscape bring some new features into the visual presentation of the town, an urban pictogram is being replaced by a city implying a negative spatiality. An image of the city which both contain destroyed areas. An urban dormant land or wasteland in an urban landscape is highly typical for the 20 century, and it reflects some significant features of Hong Kong. It simultaneously refers to negative outcome of infrastructure, as well as the negative impact of civilization urban development.

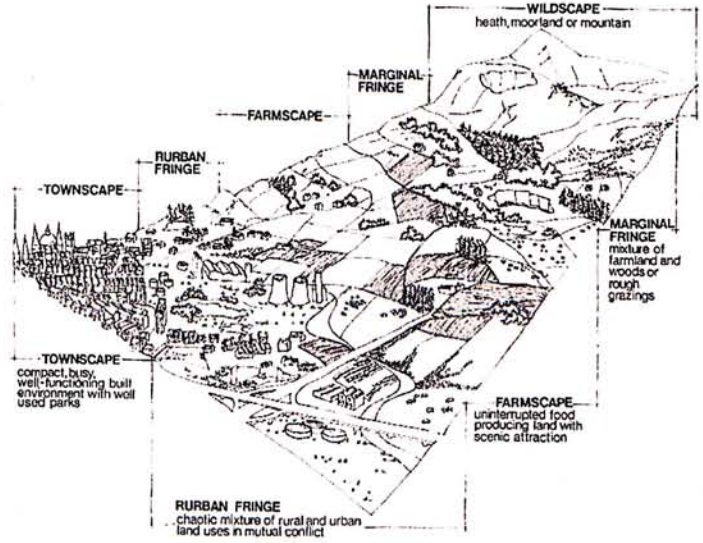


2 *The Civic Trust, Urban Wasteland, 1977, p.6*

Urban Dormant Land and Wasteland

TABLE 12 SUMMARY OF BRITAIN'S WASTELAND OR POTENTIAL WASTELAND

Category	Definition	Source	
Farmland			
Official annual loss to urban use (annual average based on six-year period 1970-1975)	Farmland released to urban industrial and recreational development (England, Wales and Scotland)	Ministry of Agriculture, Fisheries & Food (England & Wales), 1978 Department of Agriculture (Scotland), 1978	
Official annual loss to other non-urban uses (annual average based on six-year period 1970-1975)	Farmland released to forestry, open space, military activities, leisure and recreation, reservoirs, etc. (England, Wales and Scotland)	Ministry of Agriculture, Fisheries & Food (England & Wales), 1978 Department of Agriculture (Scotland), 1978	
Total annual loss of agricultural land to non-agricultural uses in England, Wales and Scotland			
Mineral wasteland			
Official derelict and despoiled land	Official definition includes operational land and abandoned spoil heaps, excavations and other land associated with these types of activity and including land so damaged by industrial or other development that it is incapable of beneficial use without treatment (England, Wales and Scotland)	Progress in Pollution Control, Pollution Paper No. 16, 'The UK Environment', HMSO, 1979 Department of the Environment The Welsh Office The Scottish Office	-
Unofficial estimate	Local authorities and other experts consider that the official definition is not comprehensive and is an underestimate of the true amount. Mineral land holding planning permissions or existing use rights is also at risk and considered potentially despoiled or derelict land (England, Wales and Scotland)	Survey in 1979 of county, regional and district authorities by author and other independent specialists indicated that derelict and despoiled and potentially derelict and despoiled land could be more than twice the official estimates	-
Urban wasteland			
Unofficial estimate	Civic Trust definition of land lying vacant or in temporary use which could be brought into permanent use without major works of reclamation	Civic Trust report Urban Wasteland 1977, based on sample returns from local societies in England, Wales and Scotland	-
Unofficial estimate	Wasteland and scrub found in the Second Land Utilisation Survey's definition of rurban land	Second Land Utilisation Survey England and Wales 1963 (excluding Scotland) Forecast for 1977 (excluding Scotland	- -
General buffer land			
Unofficial estimate	Land in England and Wales that is underused or has ceased to be used for any specific purpose. Much of the land identified includes land uses covered by the author's figure below	Clifford Tandy in a paper given at the second Countryside in the '70s Conference in 1965, entitled 'Technology in Conservation'	-
Unofficial estimate	Land in England, Wales and Scotland either underused, vacant or otherwise blighted because of aircraft and traffic noise and fumes or toxic waste from industry; derelict land and land lying generally around industries, dangerous or otherwise incompatible technological installations and activities. Also includes large areas of land being farmed with only limited operational restrictions or interruptions	Sample survey in 1979 by the author covering major hazardous installations, nuclear developments, pipelines, roadside verges and wasteland, and airfields	-



The unofficial Second Land Utilisation Survey has for many years used a land classification system and survey technique that has led to a better understanding and possible use of land in Britain. Land is divided into the five categories shown on the diagram: townscape, farmscape, wildscape, urban fringe and marginal fringe. If adopted officially on a national and local basis, this type of land classification system would allow the pattern of changing land uses to be reviewed. Planning would be able to encourage the increase of scape *areas and the decrease of* fringe *areas, while at the same time, providing* early warnings *of rapid land-use changes and areas increasingly at risk from misuse or dereliction. (Drawing: Graham Moss Associates after Alice Coleman)*

Typology Definition:

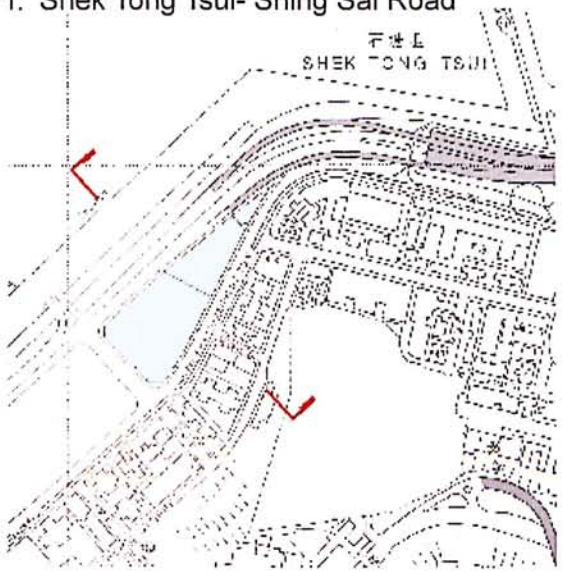
Type 1- Triangle land

Definition: The triangles of land formed by the segregation of multi-land streets or flyovers, which often resulting in the diagonal bisection of traditional city block.

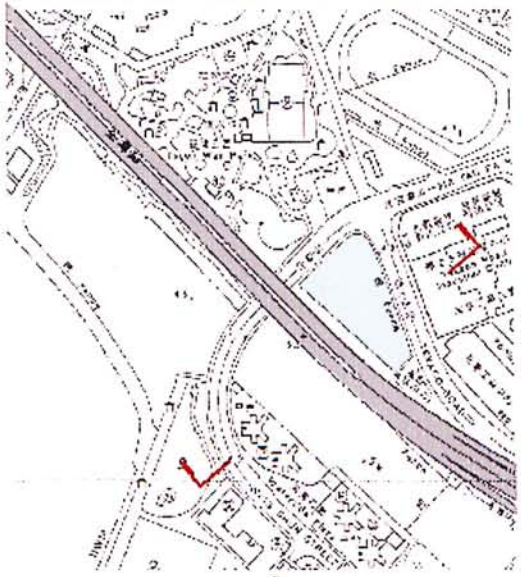
Function: Temporary carpark

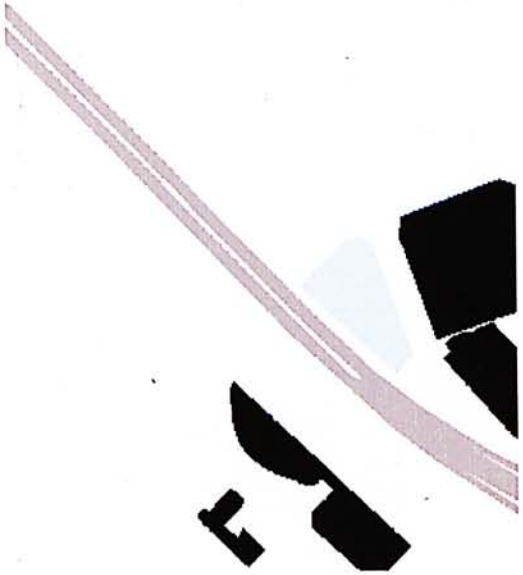
Site Condition: This type of land usually found at the edge in urban city. The sites has a surprisingly high densities and high relative mixed use ratio, with apartments, business and park, however there are fewer than a dozen residents will go to the sites. The population in this area approaches lower densities.

1. Shek Tong Tsui- Shing Sai Road



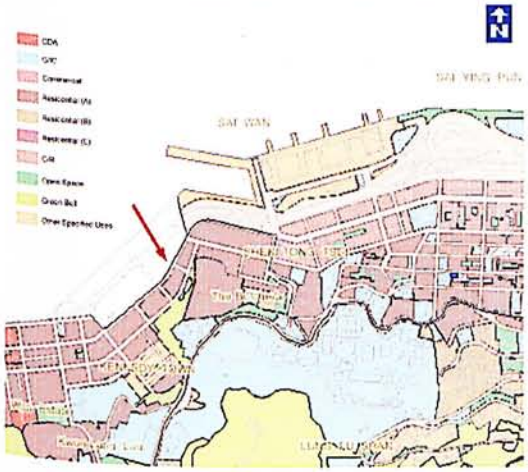
2. Tsuen Wan- Tsuen Wan Road

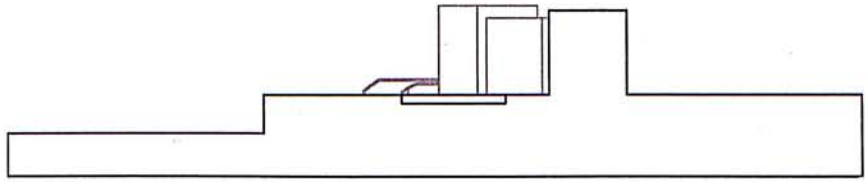




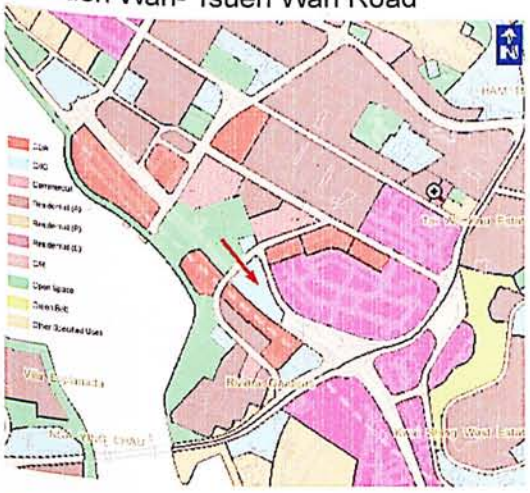
Type 1- Triangle land

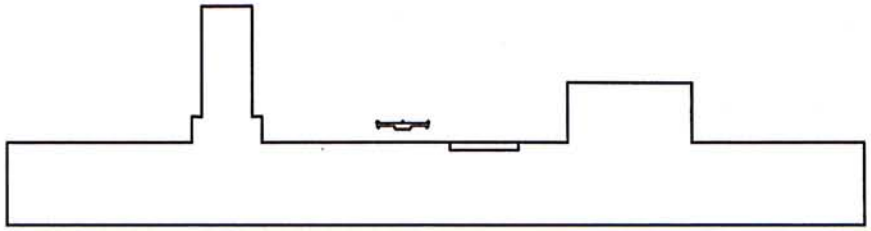
1. Shek Tong Tsui- Shing Sai Road





2. Tsuen Wan- Tsuen Wan Road



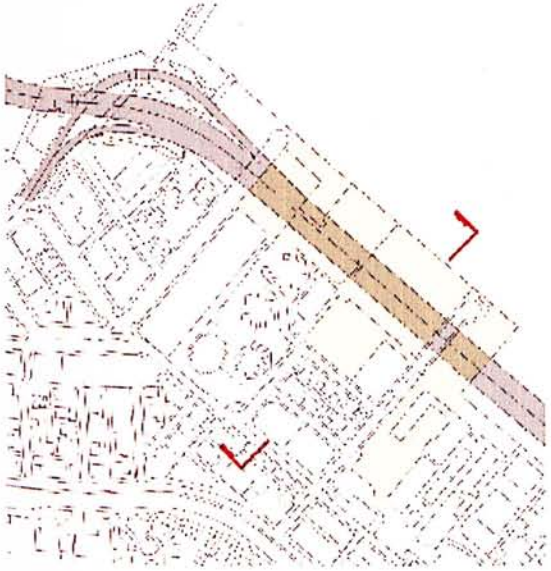


Typology Definition:

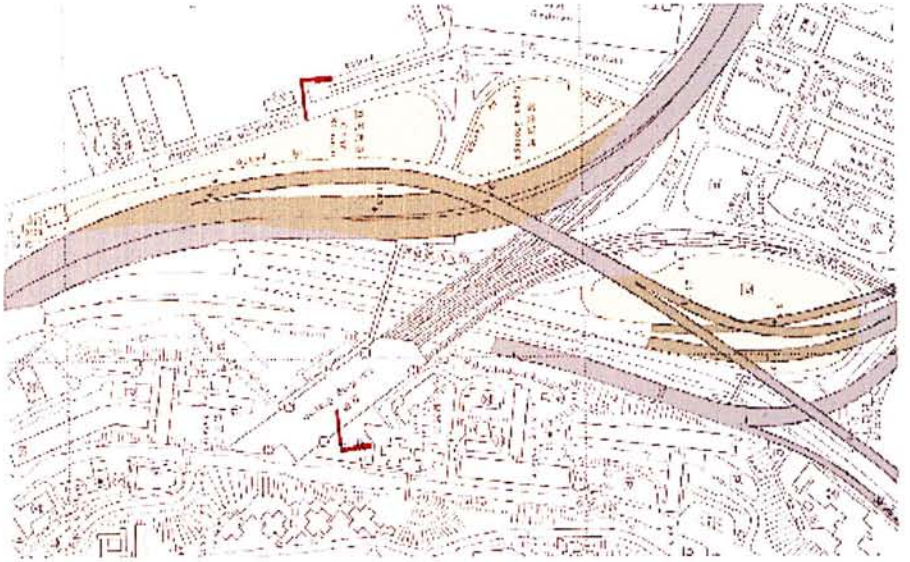
Type 2- Land under Flyover

Definition: Land under the flyover formed by the earliest year of flyovers along the waterfront, to later the reclamation that carried out along the developed area from the old districts fabric. As the result, contrasting programme of land underneath the flyover and also causing poor physiological conditions, such as garbage, storage, carpark and habitants area of the homeless people.

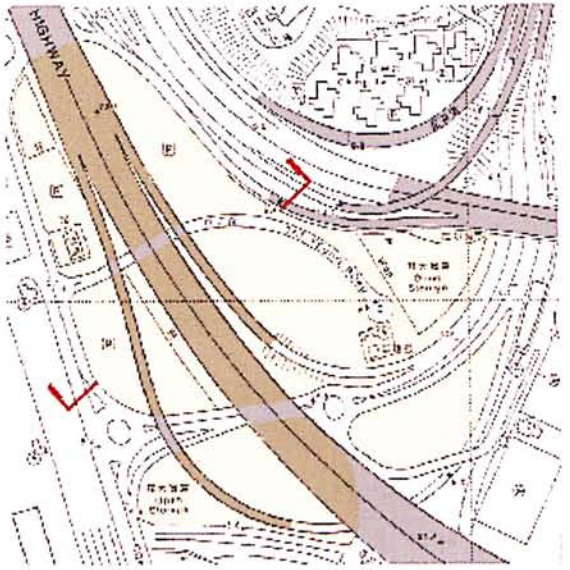
3. North Point- Island Eastern Corridor

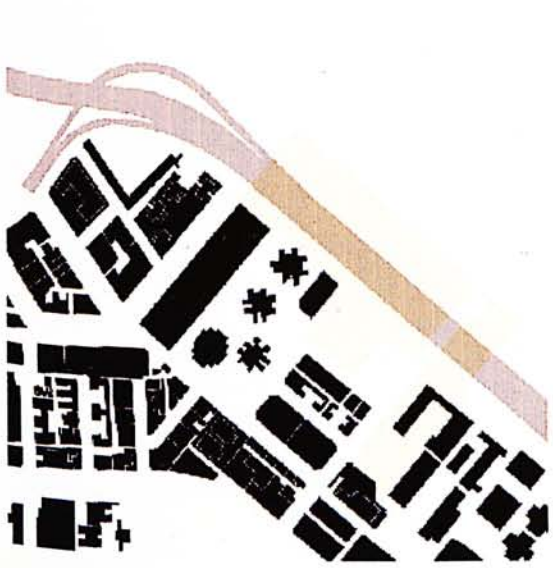


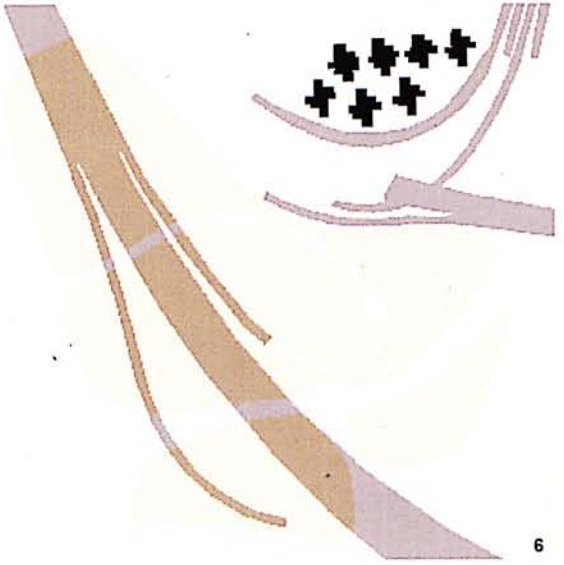
4. Lai King- Tsing Kwai Highway



5. Kwai Chung- West Kowloon Highway





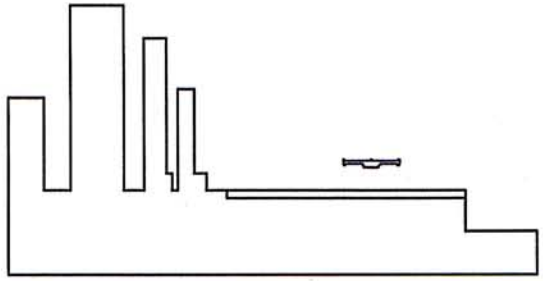


Typology Definition:

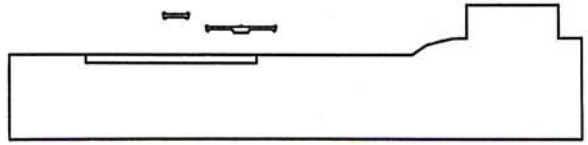
Type 2- Land under Flyover

Site Condition: Land under flyovers is very common in Hong Kong. The sites has low densities and usually area underneath the flyovers can create segration between the two areas, and those areas mostly can not form the transitional zone between the two areas.

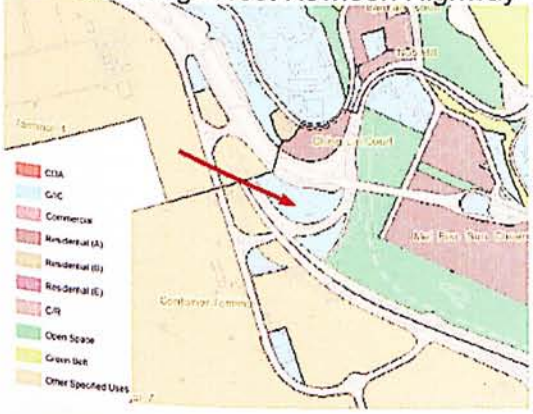
3. North Point- Island Eastern Corridor

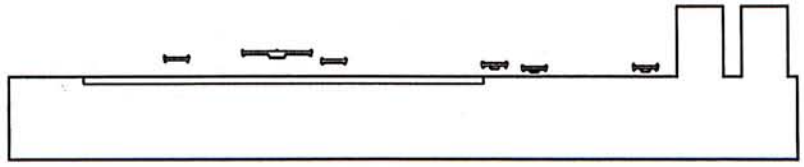


4. Lai King- Tsing Kwai Highway



5. Kwai Chung- West Kowloon Highway



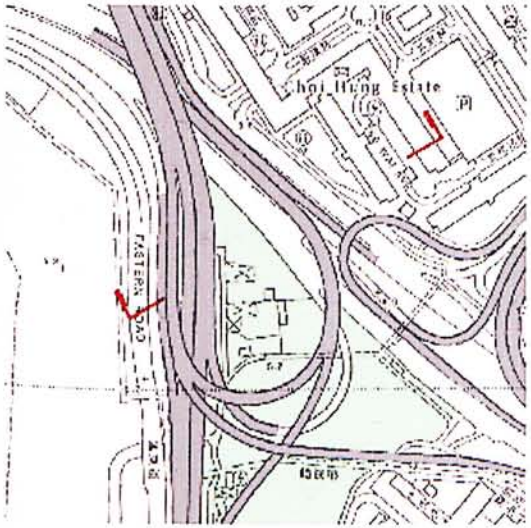


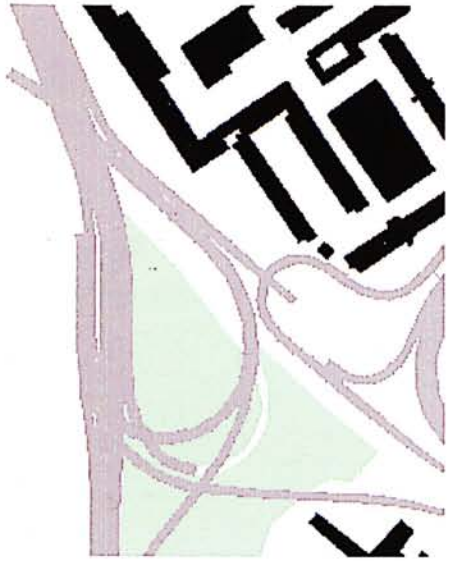
Typology Definition:

Type 3- Land at roundabouts

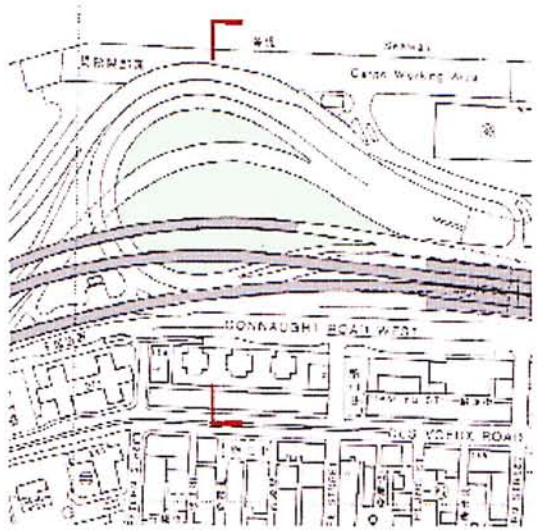
Definition: Land at roundabouts is an unfit places for cities. The transport infrastructures are designed to fit narrow technical constraints, without allowing for the intensity of the time that users spend in it, however, the designers of transport find it hard to articulate the human activities and spaces dedicated to the improvement of the society. Yet is it possible to designing the roundabouts, carparks, stations, roads and streets that are functional, economical, attractive, comfortable and safe. In fact, there are certain localities have already succeeded in bringing those transport infrastructures into a useful features of the modern city. Today, architecture in Hong Kong faces new challenges of increasingly mobility, therefore it is very important to highlight the issues of wasteland due to the transport infrastructures and the potential solutions by presenting projects for building and infrastructure in this thesis.

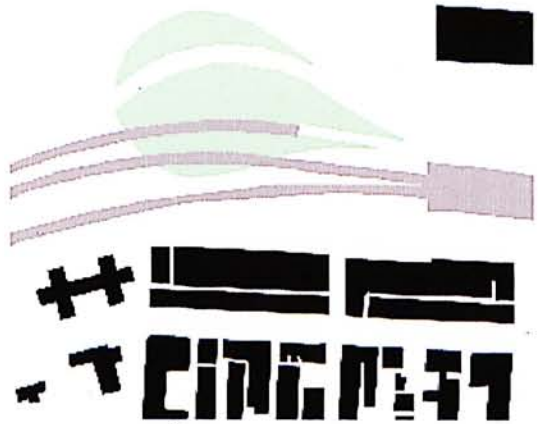
6. Choi Hung- Kwung Tong Bybass



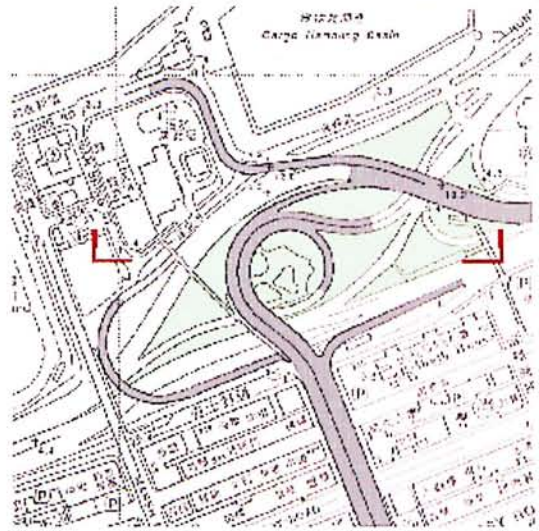


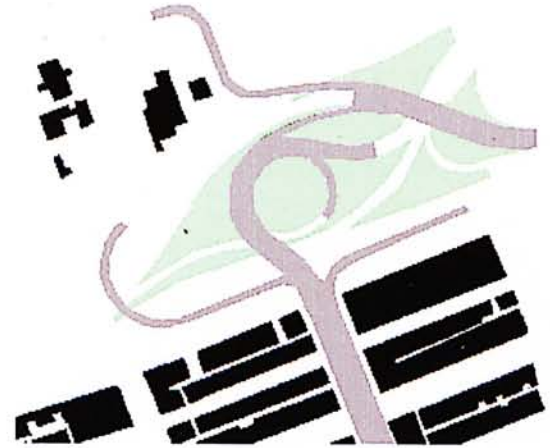
7. Sai Ying Pun- Connaught Road West





8. Causeway Bay- Gloucester Road

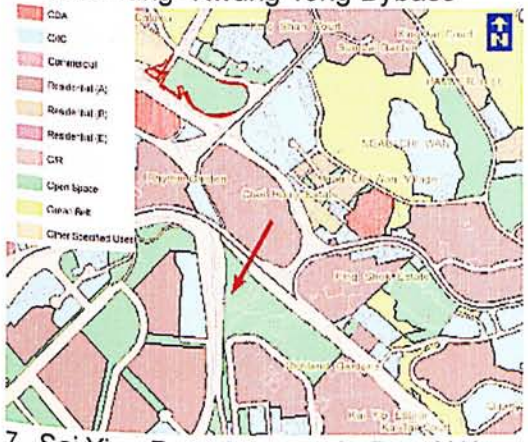


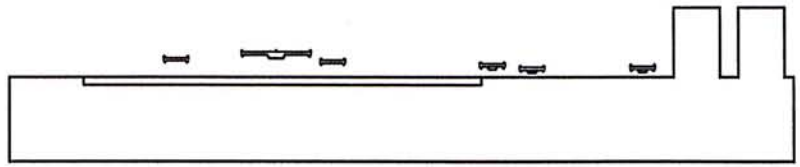


Typology Definition:

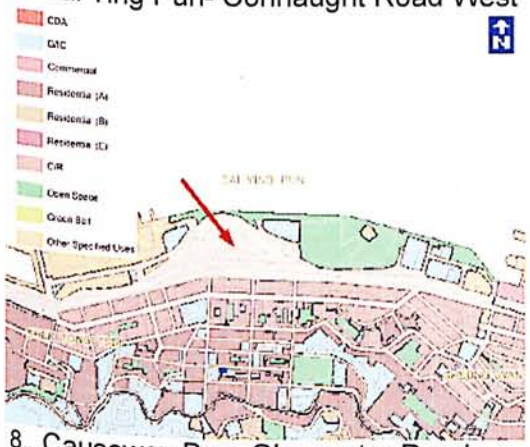
Type 3- Land at roundabouts

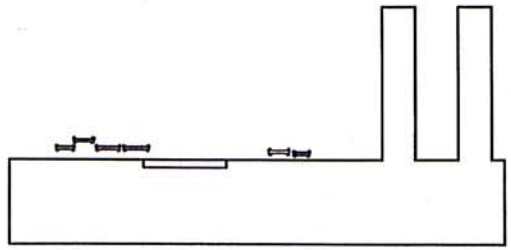
6. Choi Hung- Kwung Tong Bybass



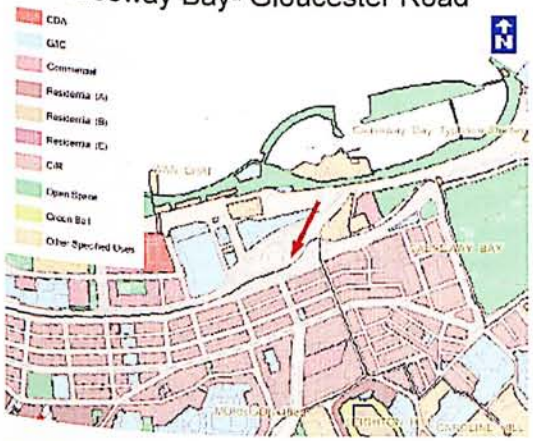


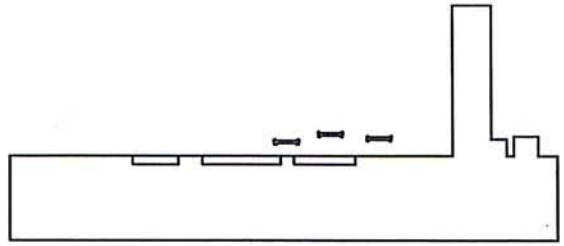
7. Sai Ying Pun- Connaught Road West

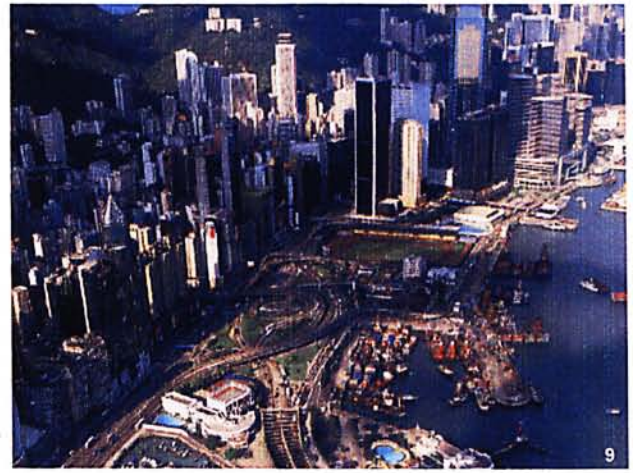




8. Causeway Bay- Gloucester Road







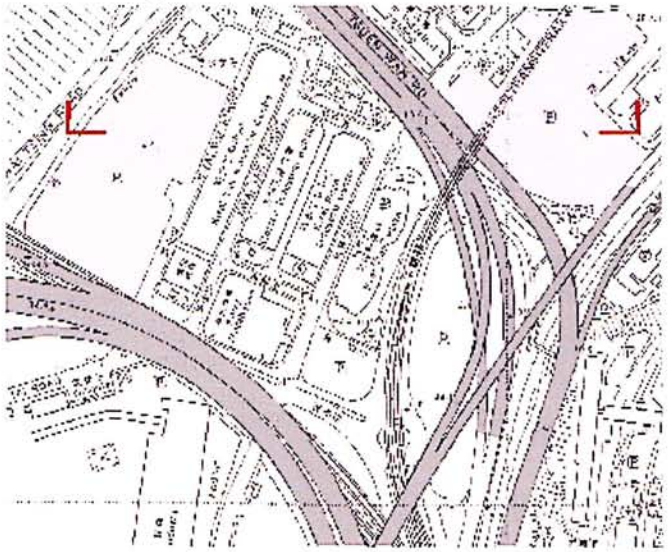
Typology Definition:

Type 4- Land between street and street

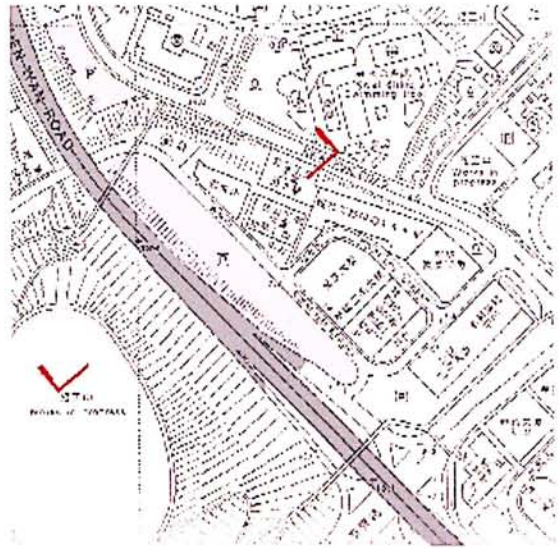
Definition: **Land between street and street/road. In Hong Kong government tended to divide lots in many subdivisions zoning for development. Government usually misleading the use of those wasteland around the metropolitan region. However, These wasteland areas usually were lack the public space, transit, pedestrian amenities, and overall density is less than the traditional downtown area. The average size of those wasteland is very big compare the size of the near building. Wasteland had become increasingly uncared for and uneconomic use, most of these wasteland were keep abandon for least 5 years.**

9. North Point- Island Eastern Corridor

10. Lai King- Tsuen Wan Road

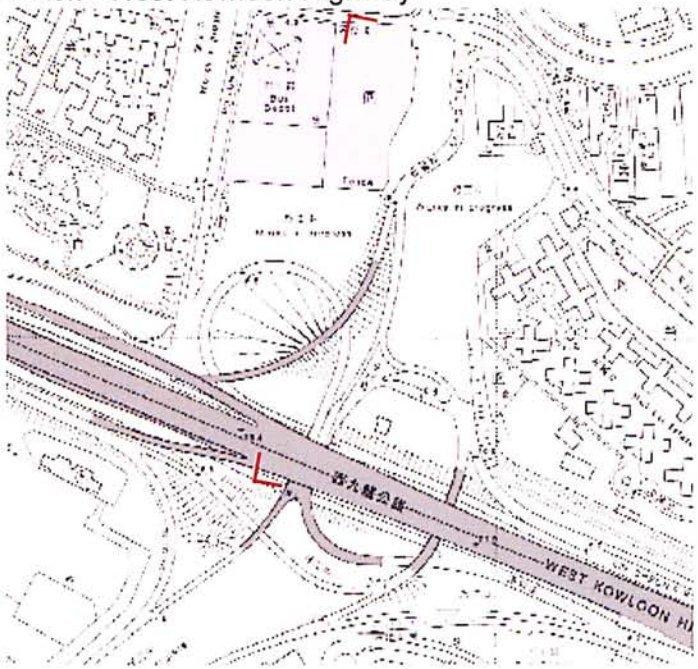


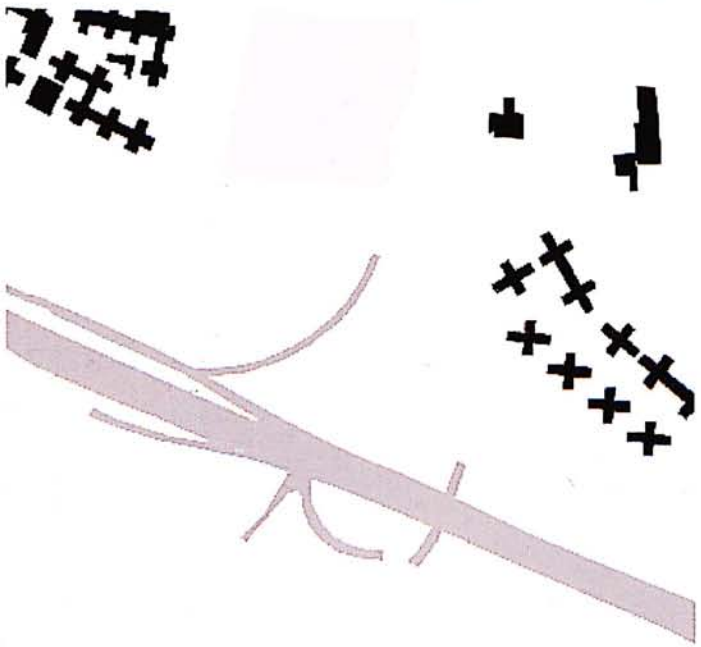
11. Kwai Fong- Tsuen Wan Road



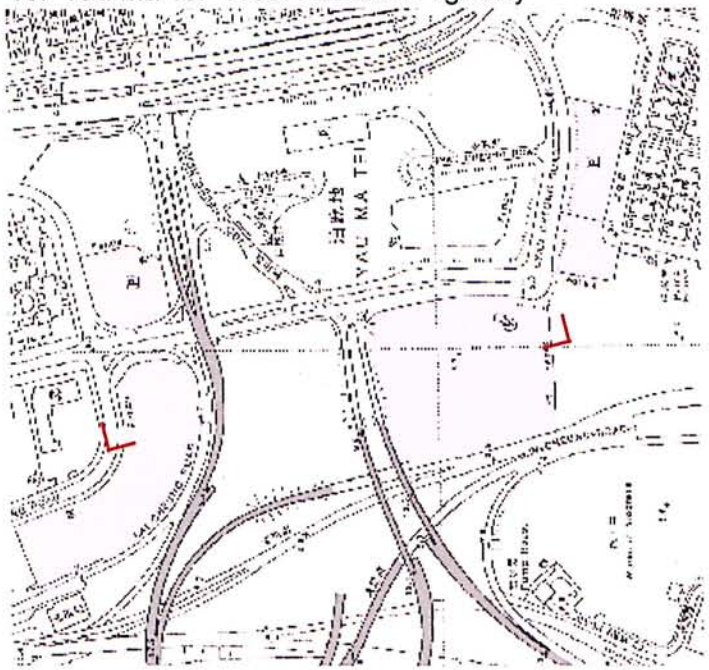
Type 4- Land between street and street

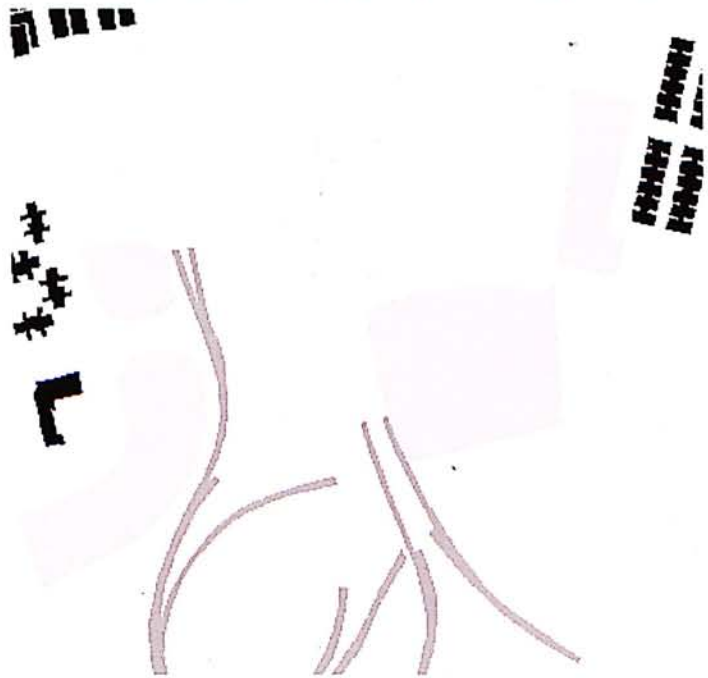
12. Lai Chi Kok- West Kowloon Highway





13. Yau Ma Tei- West Kowloon Highway

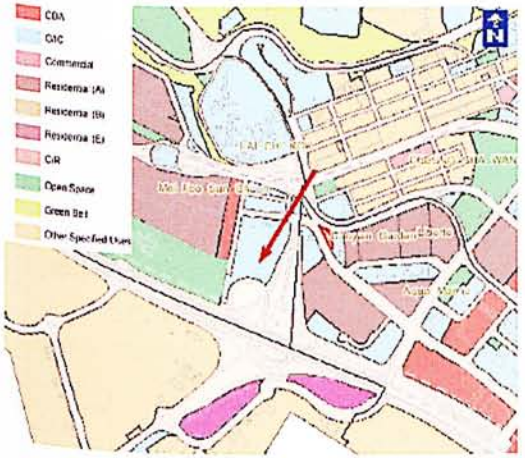


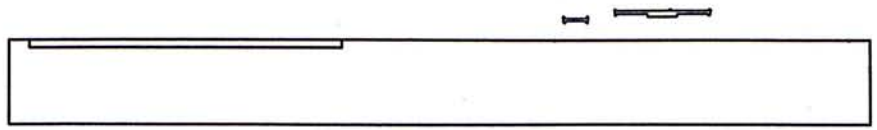


Typology Definition:

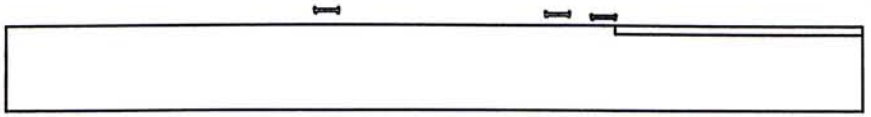
Type 4- Land between street and rooad

12. Lai Chi Kok- West Kowloon Highway

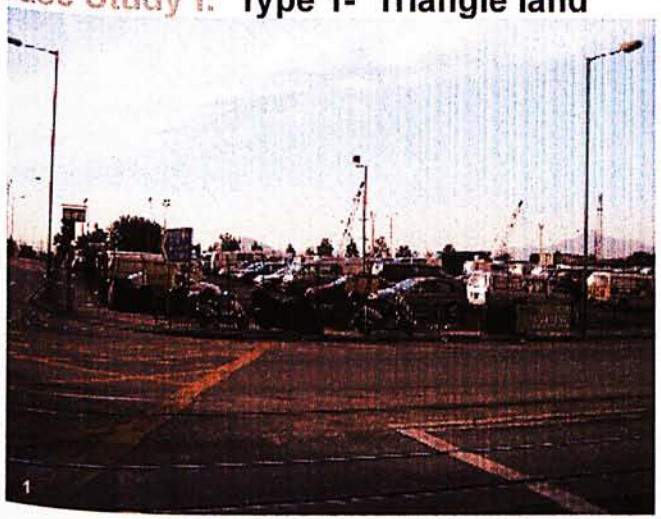


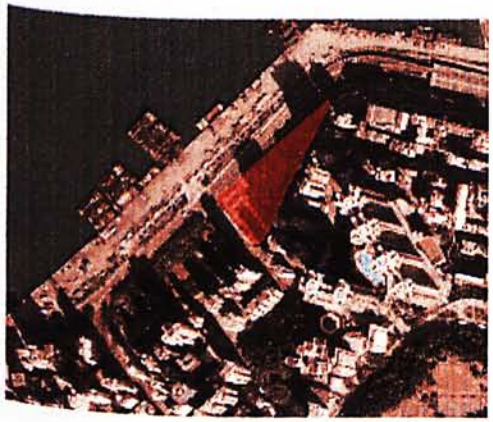


13. Yau Ma Tei- West Kowloon Highway



Case Study I: Type 1- Triangle land





Urban Dormant Land and Wasteland

Categories: Triangle land d.

Connection: Pedestrian and side walks connect the site on ground and vehicles accessible.

District: High density residential district.

Site Condition: The characteristic of this untended land including vehicular noise and awkward for highway placement.

Function: Tempory carpark.

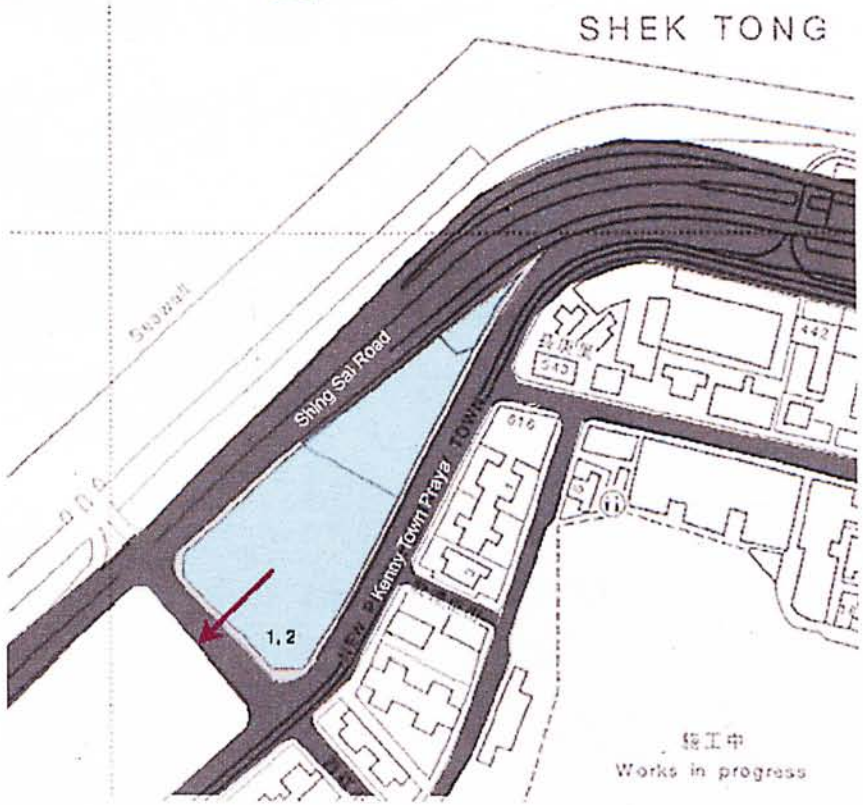
1. Shek Tong Tsui- Shing Sai Road

Vehicular Ingress / Egress

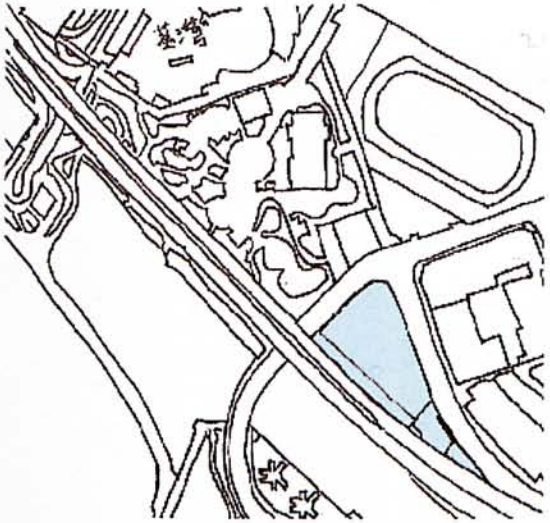
Pedestrian Access

Open Space

Public Access



Case Study I: Type 1- Triangle land



Urban Dormant Land and Wasteland

Categories: Triangle land 1.

Connection: Pedestrian and side walks connect the site on ground and vehicles accessible.

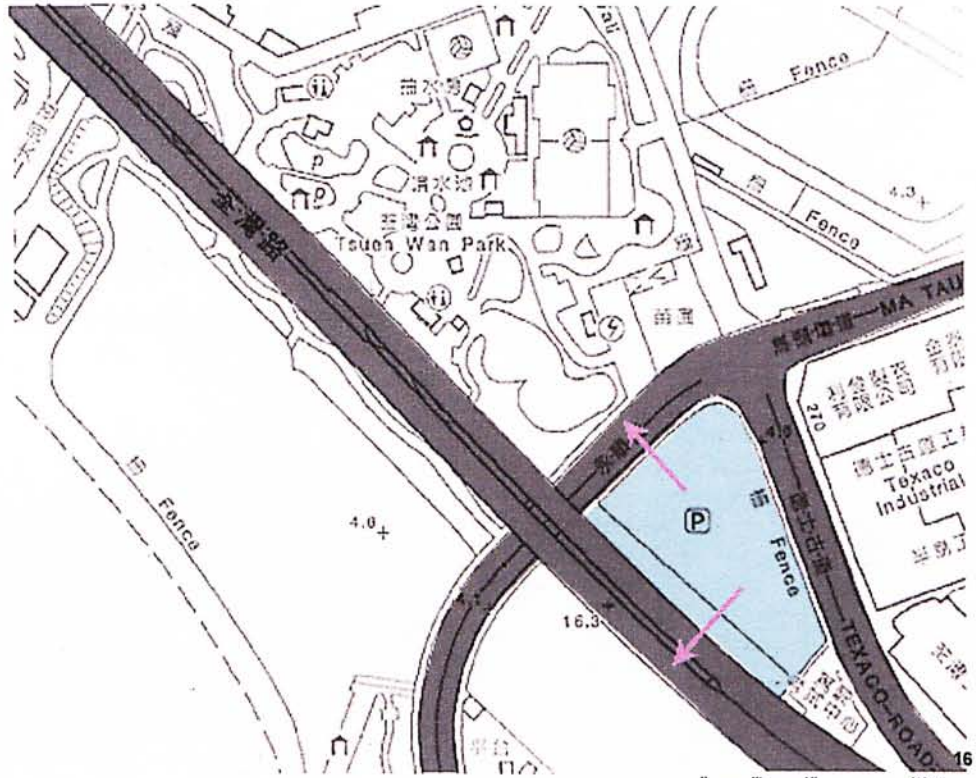
District: High donsity residential district.

Site Condition: Understanding the relationship of people to land can bring well tempered environments to city. Urban vacant land is a problem, it is a consequence of natural change in population levels and industrial needs. In general planning in Hong Kong needs to give greater guidance and more positive direction in the location of development and investment in land use.

Function: Tempory carpark

2. Tsuen Wan- Tsuen Wan Road

Vehicular Ingress / Egress
Pedestrian Access
Public Access
Open Space



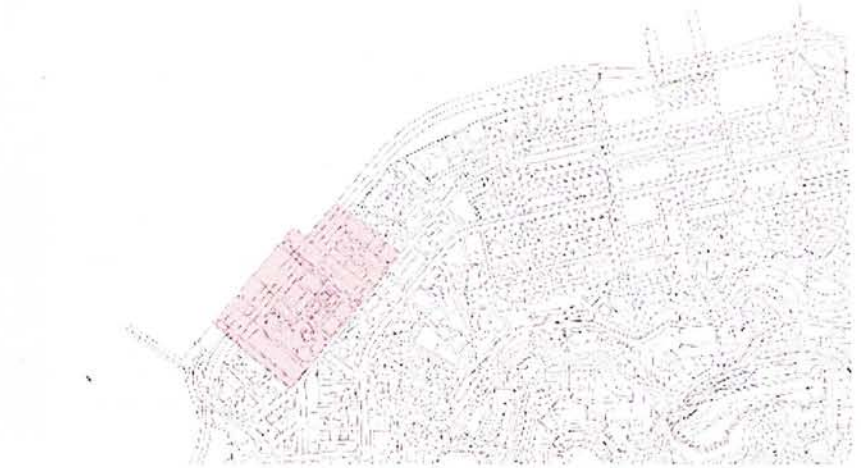
Case Study I: Type 2- Land under Flyover

3. North Point- Island Eastern Corri-

Visual Connection from the Carpark

Heritage Building

Vehicular Access to Waterfront



Public Waterfront Access
Private Waterfront Access
Vehicu ar Ingress / Egress
Open Space
Pedestrian Access
Construction

Parking along Waterfront

Construction Site near Waterfront

Urban Dormant Land and Wasteland

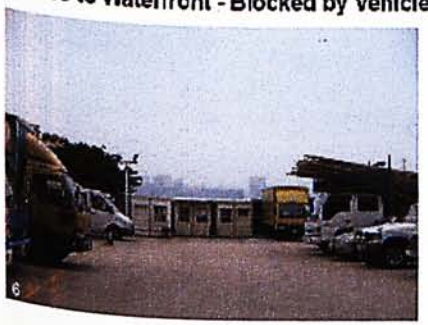
Categories: Land under Flyover

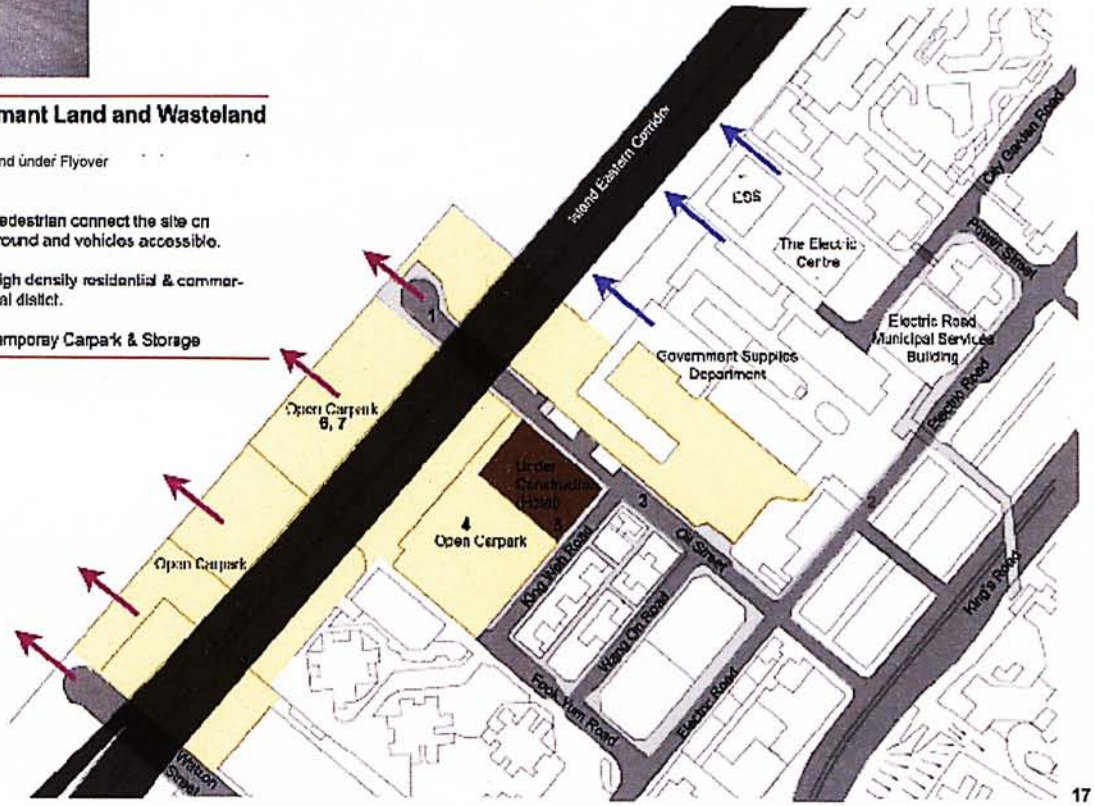
Connection: Pedestrian connect the site on ground and vehicles accessible.

District: High density residential & commercial district.

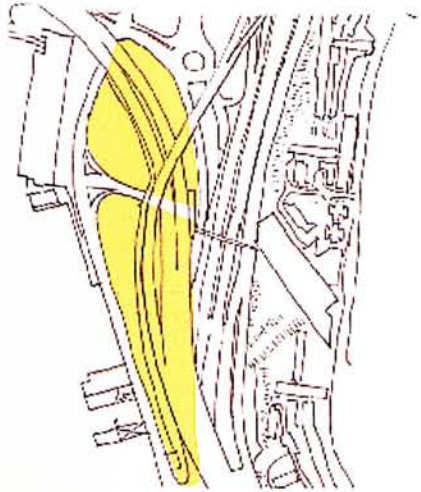
Function: Temporay Carpark & Storage

Access to Waterfront - Blocked by Vehicles & Stuff





Case Study I: Type 2- Land under Flyover



Urban Dormant Land and Wasteland

Categories: Land under Flyover

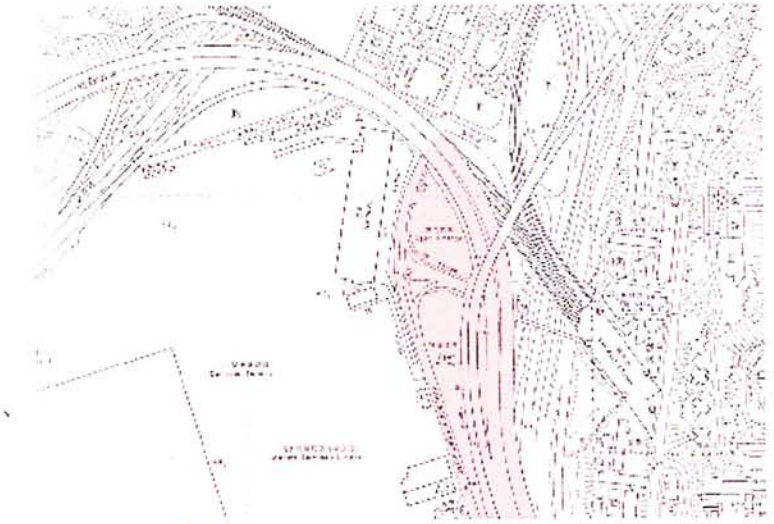
Connection: One bridge to get across the carpark and two entrance for vehicles access to the sites.

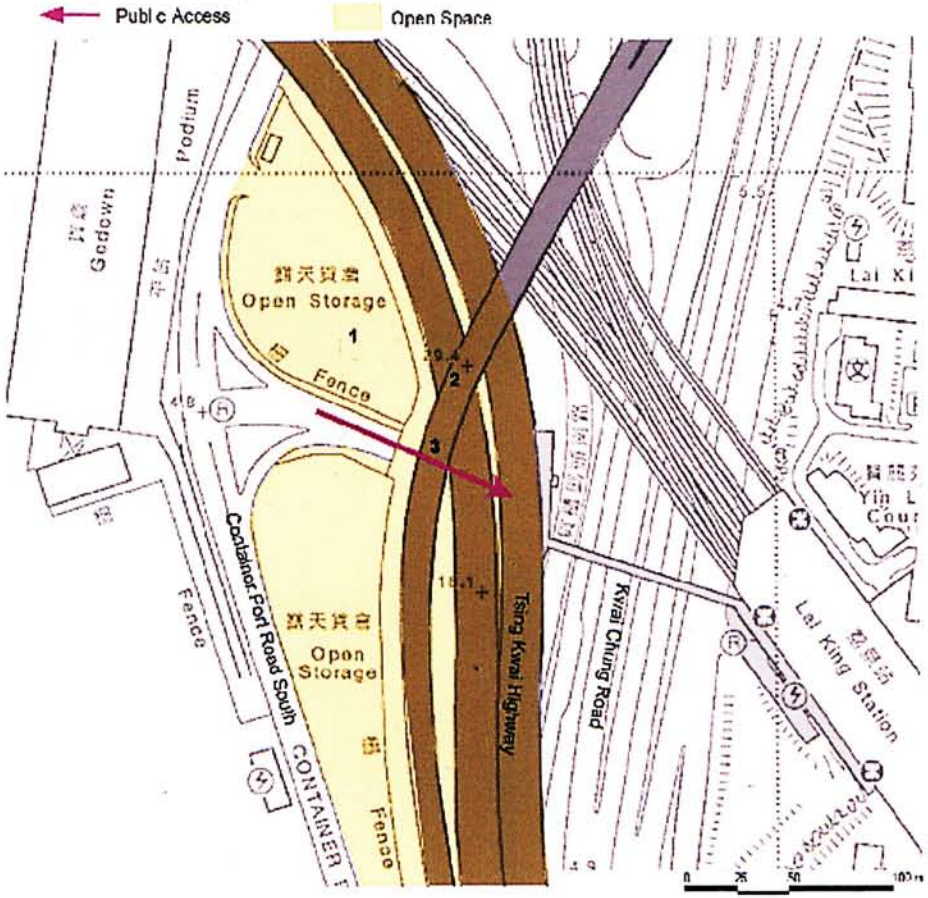
District: Low density logistics district

Site Condition: No pedestrian connect the site on ground floor, only one bridge can get across Kwai Chung Road and MTR station.

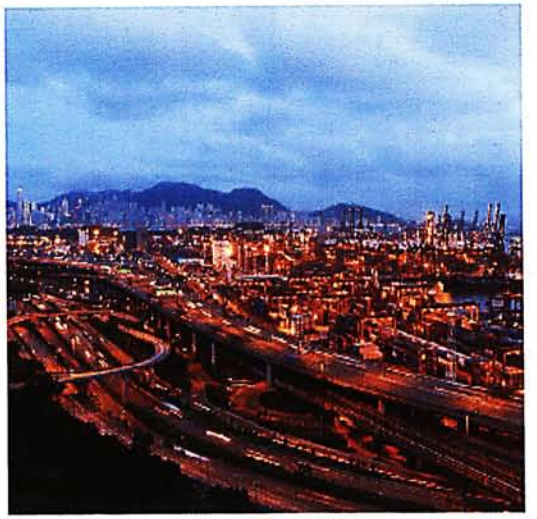
Function: Temporary Carpark

4. Lai King- Tsing Kwai Highway

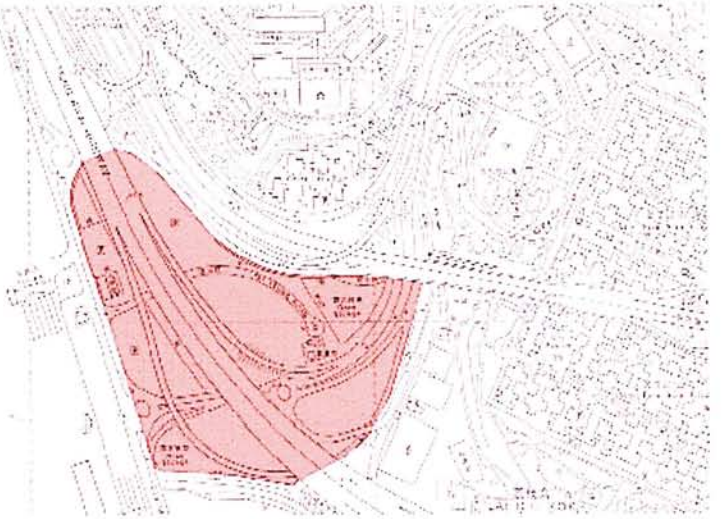




Case Study I: Type 2- Land under Flyover



5. Kwai Chung- West Kowloon Highway



Vehicular Ingress / Egress
Pecestrian Access
Public Access
Open Space

Urban Dormant Land and Wasteland

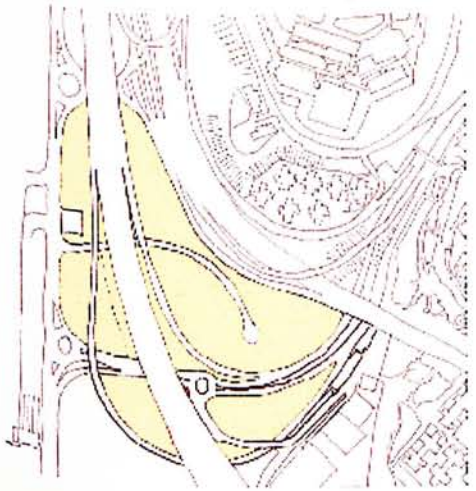
Categories: Land under Flyover

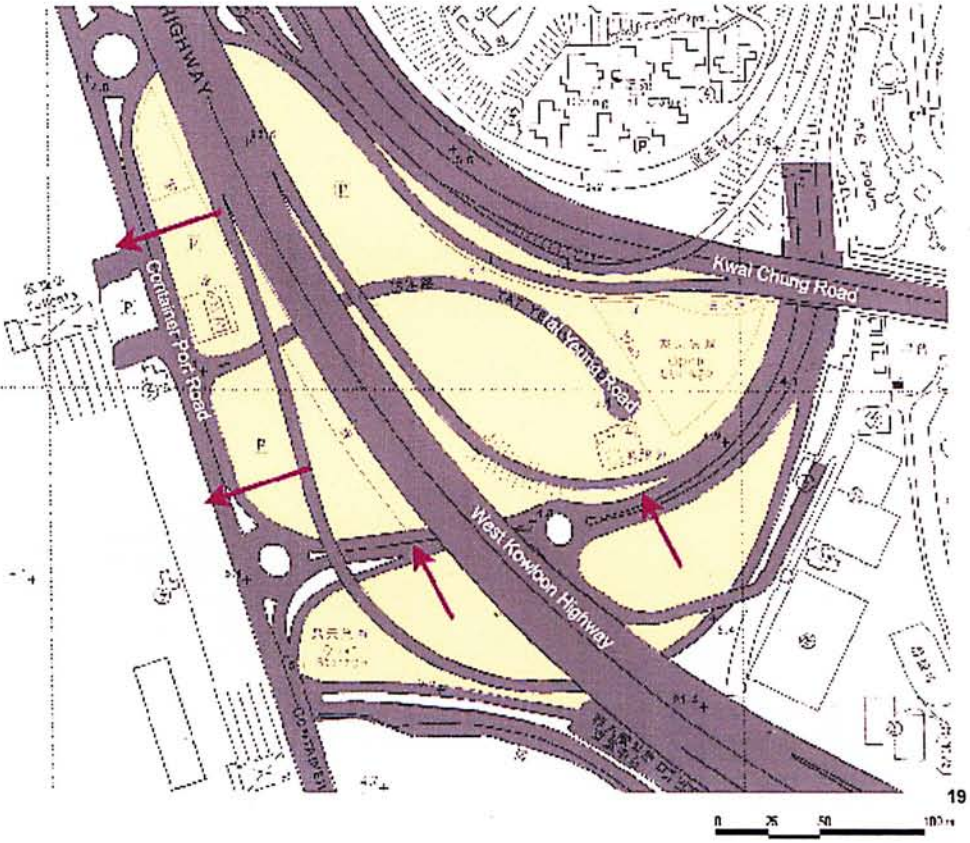
Connection: Vehicles accessible all around the sites

District: Low density logistics district

Site Condition: No pedestrian and side walks, 8 lanes Kwai Chung Road create segregation between residential and logistics district.

Function: Temporary Carpark





7. Sai Ying Pun- Connaught Road

Urban Dormant Land and Wasteland

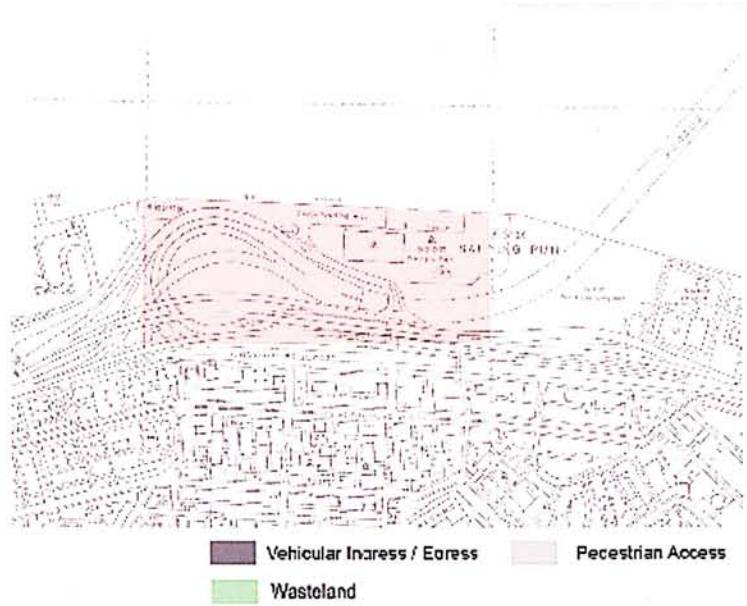
Categories: Land at roundabouts

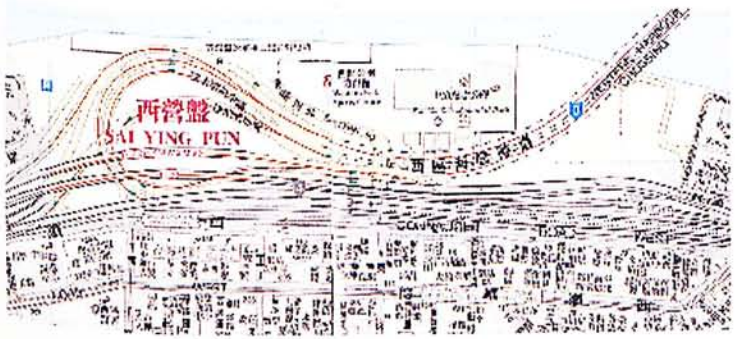
Connection: Vehicles not accessible

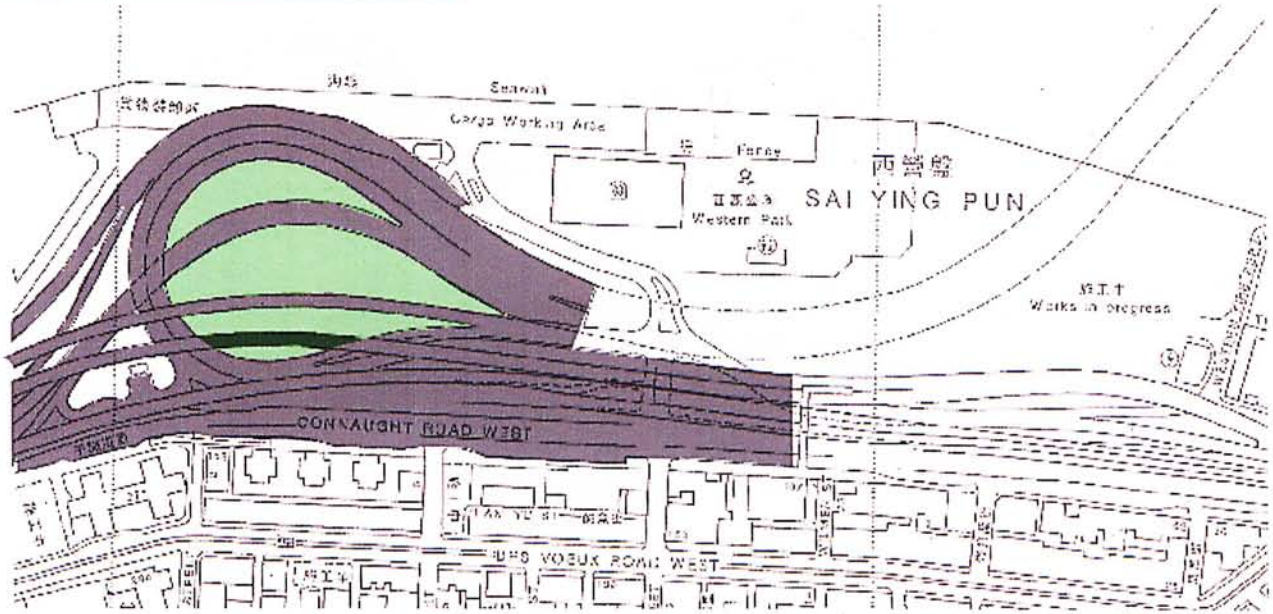
District: High density commercial and residential district

Site Condition: In their efficiently used of the sites, there is no pedestrian and sied walks that connect Connaught Road West. The overhead bridge is the only way to go across the Connaught Road.

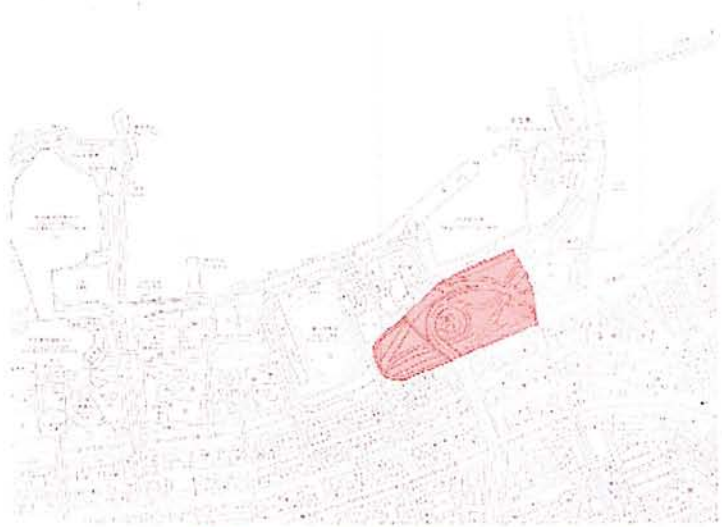
Function: Wasteland







8. Causeway Bay- Gloucester Road



Urban Dormant Land and Wasteland

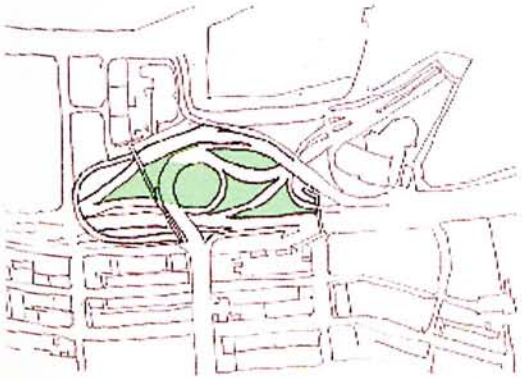
Categories: Traffic circle
Land at roundabouts

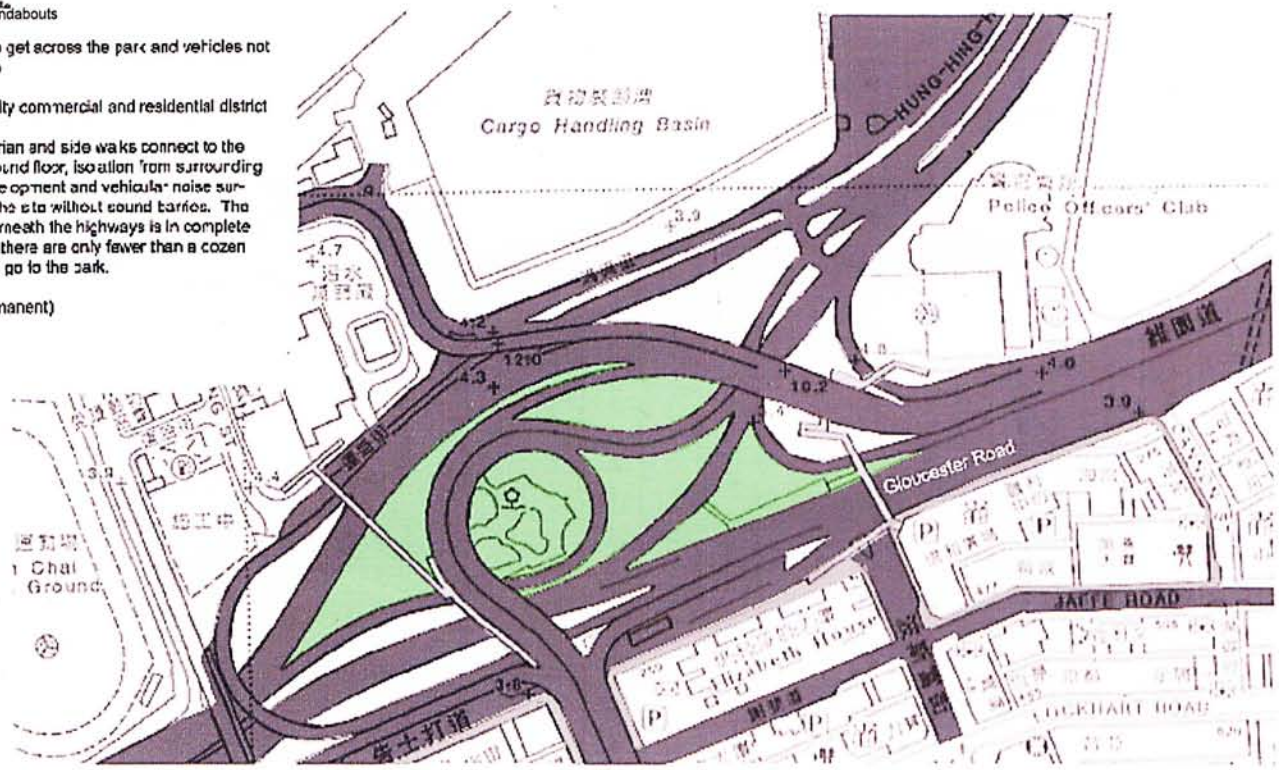
Connection: 1 bridge to get across the park and vehicles not accessible

District: High density commercial and residential district

Site Condition: no pedestrian and side walks connect to the site on ground floor, isolation from surrounding urban development and vehicular noise surrounding the site without sound barrier. The park underneath the highways is in complete darkness, there are only fewer than a dozen visitors will go to the park.

Function: Park (permanent)





9. North Point- Island Eastern Corridor

Pier - Direct Access to the Waterfront




Promenade - Public Access along the Waterfront

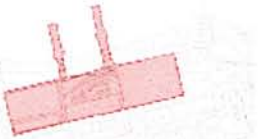

Human Activities in relation to the Waterfront

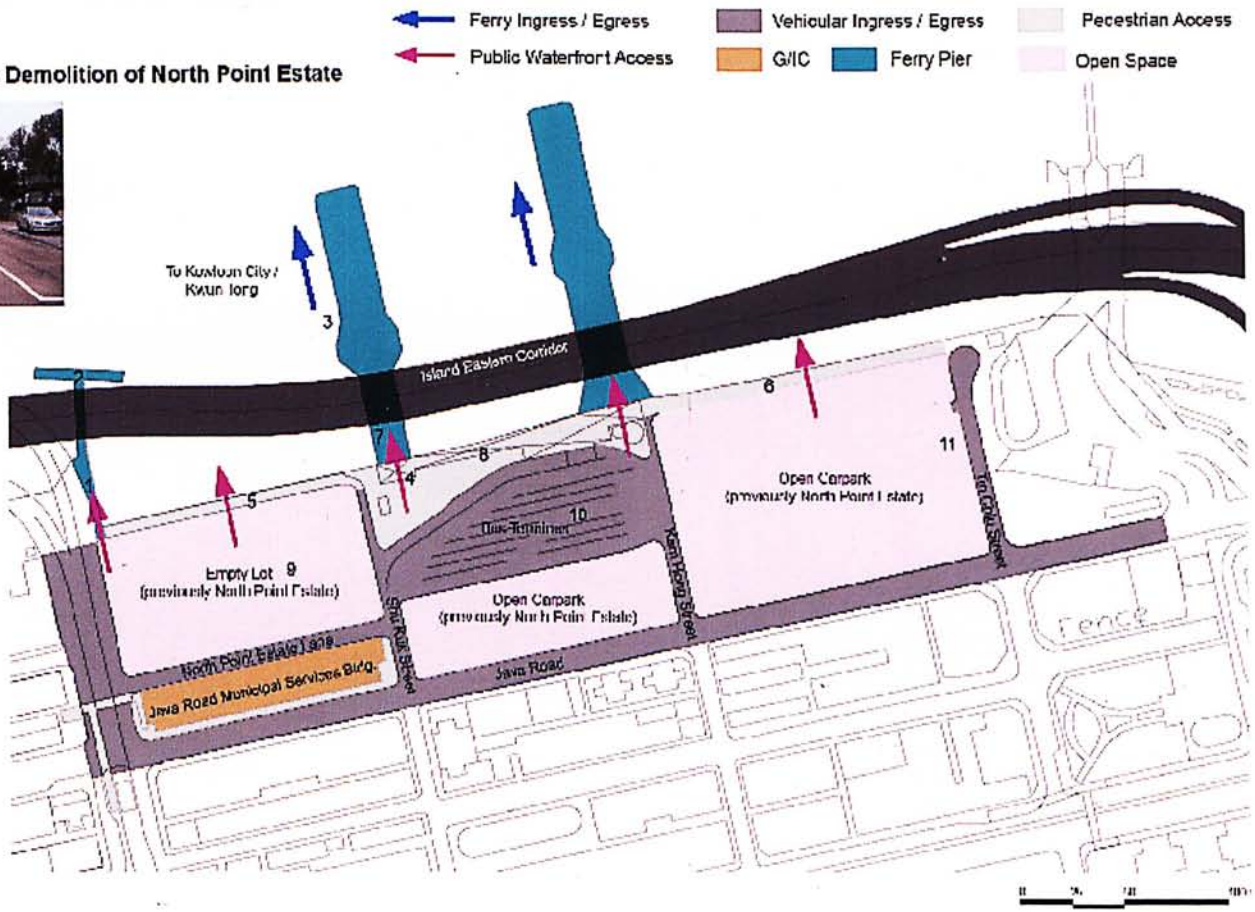

Fence along the Waterfront is so high that it totally blocks the visual connectivity to the waterfront!

The Site becomes Temporary Carpark (with Bus Terminus remained) After Demolition of North Point Estate



North Point Estate - Before Demolition

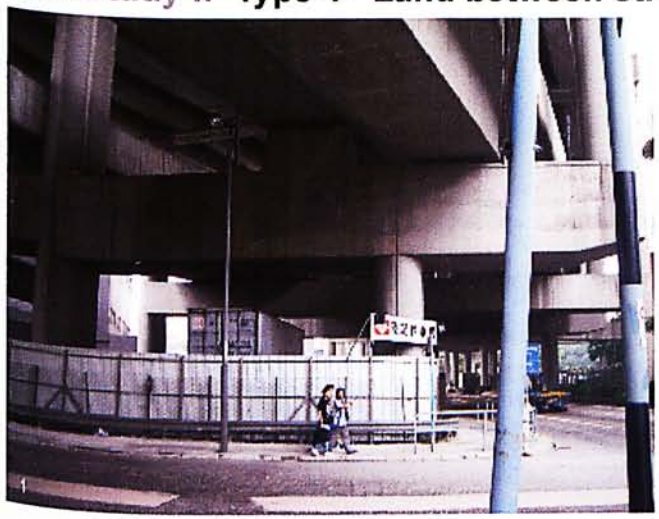


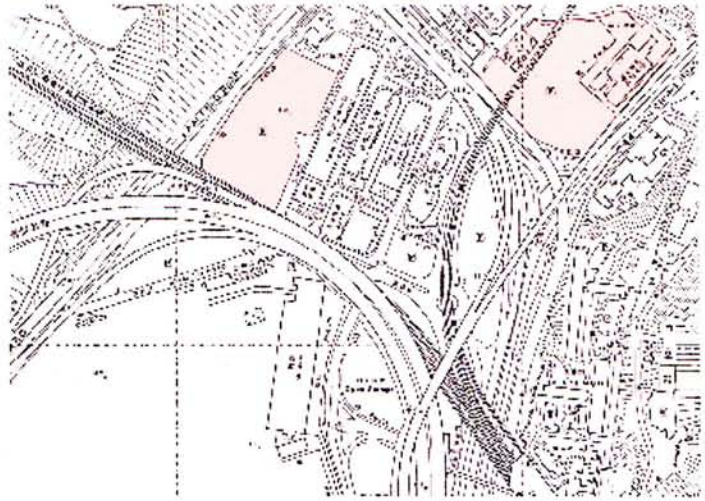
Urban Dormant Land and Wasteland

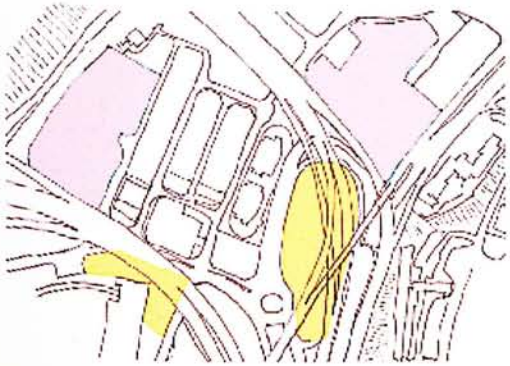
Categories:	Land between street and street
Connection:	Pedestrian and side walks connect the site on ground and vehicles accessible
District:	High density residential and commerical district
Function:	Bus Terminus & temporary carpark

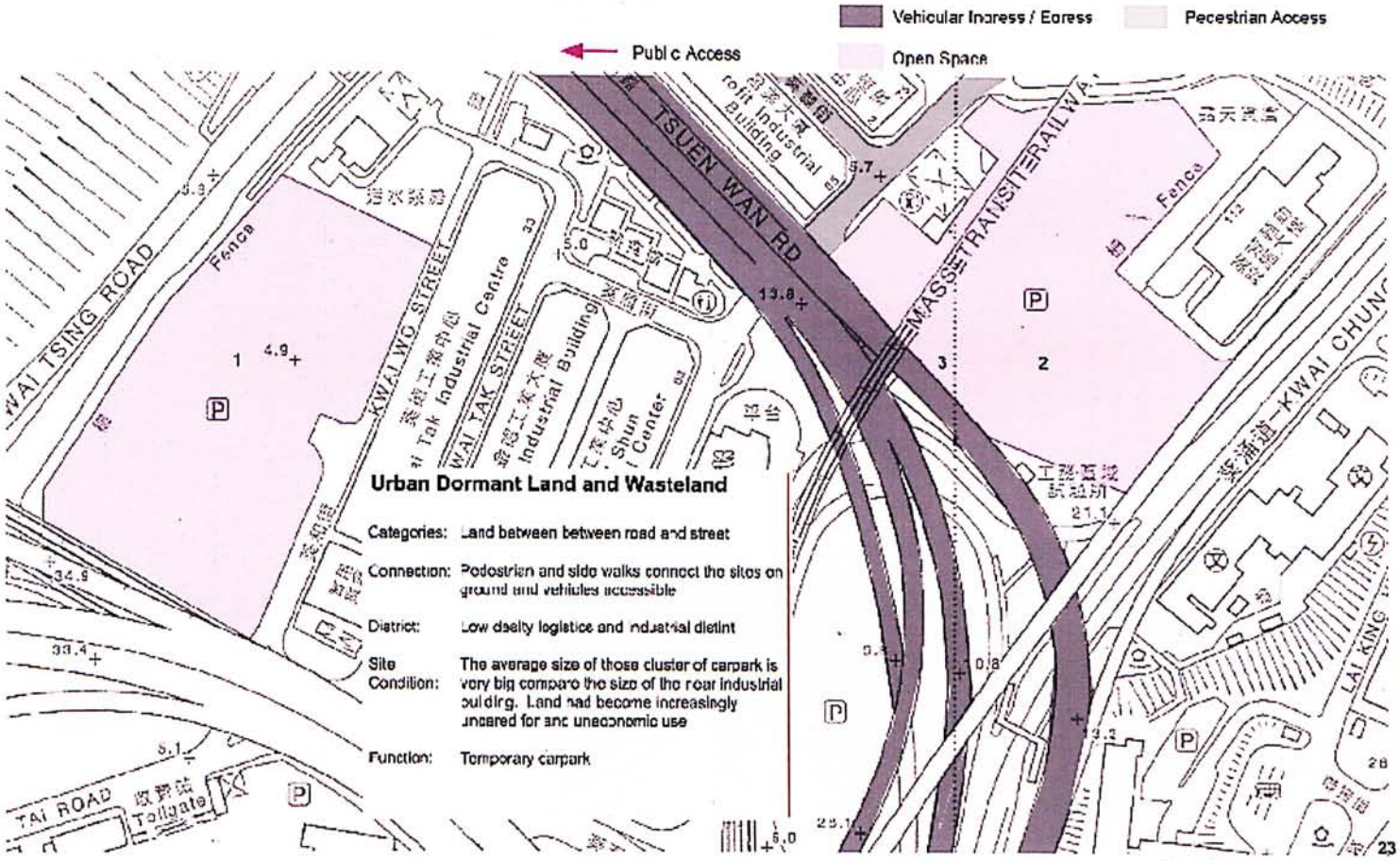
Case Study I: **Type 4- Land between street and street**

10. Lai King- Tsuen Wan Road









Pedestrians's Perspective in Hong Kong Case Study:

Introduction:

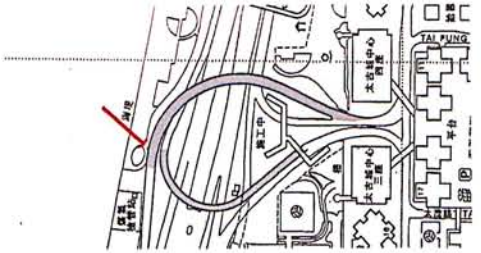
Urban Wasteland and dormant land have now become a characteristic of Hong Kong. Urban Wasteland and dormant land were such spaces have too often been neglected, if we look more closely we would have understood that these spaces are rich in potential, and that certain countries have already succeeded in bringing out the solution of urban wasteland and that designers have turned them into a features of the city. In Hong Kong the city has gone through fundamental changes, the urban forms are indeed changing to be more compact, dense and vertical. The traffic congestion is easy to found in Hong Kong, which overloaded highways and pedestrians lose the sensation of the city floor. While some of the places in Hong Kong have not succeeded in walking on the ground floor, the issue has become focused around the idea of concentration connection between offices, shops and transport. Moreover, most of the road infrastructures are surrounded by the urban wasteland and 'dormant' land which is hard to put the land in architecture use. In Hong Kong space under the flyover, roundabouts and abandoned land usually transforming it into car parks and parks offer a functional solution, but it is not enough to give them a meaning. This paper considers high density as the necessary criteria for sustainability. Therefore, the first approach includes explore how wasteland can deal with the areas and buildings surround by flyover/ multi-land street/highway, so that to find the new relationship between the urban environment and road infrastructures. Is it necessary to create new types of public space between urban environment and road infrastructures that suitable for individuals and groups? Study these urban wasteland and dormant land in pedestrians perspective can find better understand and represent the vacancies, inefficiencies, and fragments of landscape left over from development. In order to create the methodology to reuse of waste landscapes in the urban world.

Case Study II: Solution of Urban Wasteland and dormant land in Hong Kong

Storage area under Flyover

Lai Chi Kok- Cheung Sha Wan Road

Quarry Bay- Island Eastern Corridor



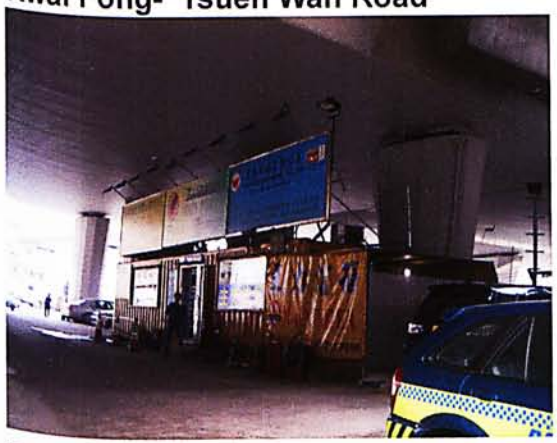
Mei Foo- Kwai Chung Road

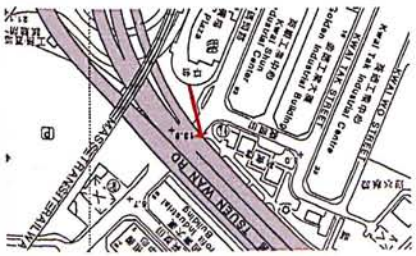
The storage area are mostly located underneath the flyovers located mostly in industrial area. These area usually owned by government and not operate effectively, due to the fact that they are functionally unpredictable. The design of those storage area tends to be simply and usually tends to isolated to the surrounded area, it use steel frame panels wall to integral space under the flyovers.

Case Study II: Solution of Urban Wasteland and dormant land in Hong Kong

Container buildings under Flyover

Kwai Fong- Tsuen Wan Road



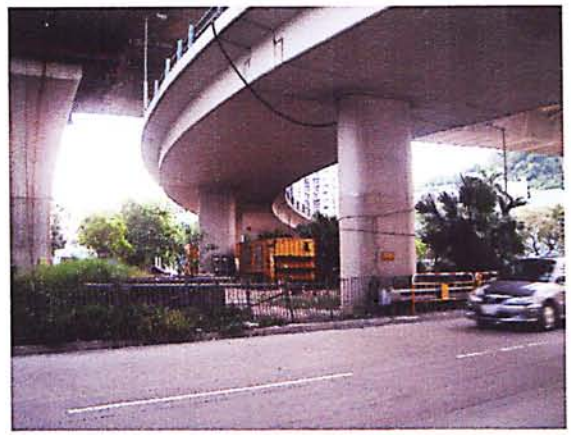


Case Study II: Solution of Urban Wasteland and dormant land in Hong Kong

Container buildings under Flyover

Lai Chi Kok- Cheung Sha Wan Road

Lai Chi Kok- Lai Chi Kok Road

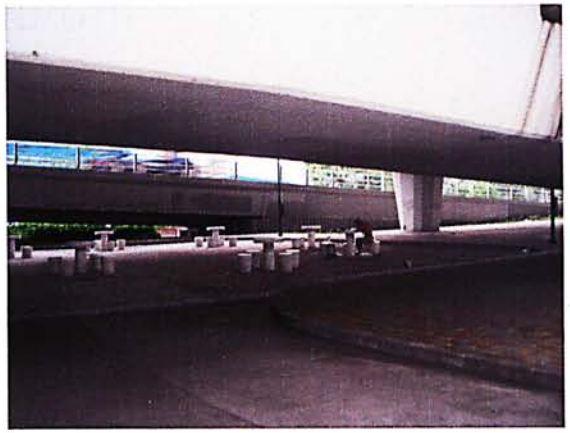


The use of container can serves as different functions in Hong Kong. The purpose of containers building is for temporary use and transportable use in a city of intensive land use. The container building under the flyovers usually serve as a offices, workshops, laborary for different types of companies such as construction, retal car, car sales, car repair, logistic, etc. The pedestrian route is invisible due to the fact that it only serve for vechical.

Case Study II: Solution of Urban Wasteland and dormant land in Hong Kong

Park under Flyover

Kwai Fong- Tsuen Wan Road



The open space under the flyover used as a park. There are intensive program inside the park including mini football court, roller court and rest area. The pedestrian route is on both side surrounded by planters which make the pedestrian is not visible. Poor daylighting and the spaces do not appear safe even during daytime.

Case Study II: Solution of Urban Wasteland and dormant land in Hong Kong

Bus Station under Flyover

Mei Foo- Kwai Chung Road

There is adequate daylight as the bus station located perpendicular under the flyovers, where more daylight come in from both ends. The bus station didn't provide pedestrians crossing on ground floor, it can not helps to prevent car accident if happening. Bus station is a public open space, it should provide a public circulation route for people safetly.

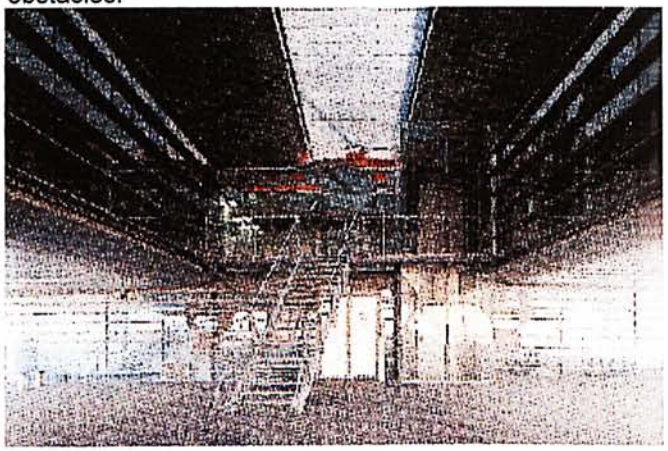
Solution of Urban Wasteland and dormant land in different countries.

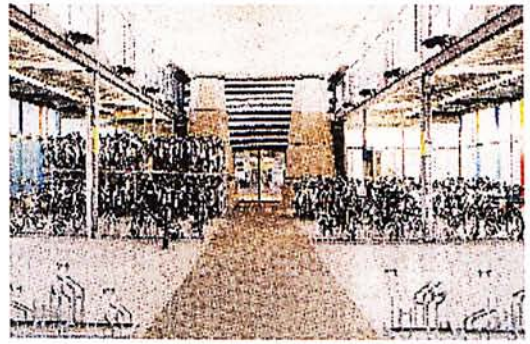
Type 2- Land under Flyover

NANTERRE, FRANCE

Motorway Operations Centre under the A14 Viaduct

Two third of the project is buried underground, which include car park and workshops. While one third is suspended offices. The office building clings to the 35 metre wide red arches supporting the viaduct. The space under the viaduct can connect to the Nanterre park without any obstacles.





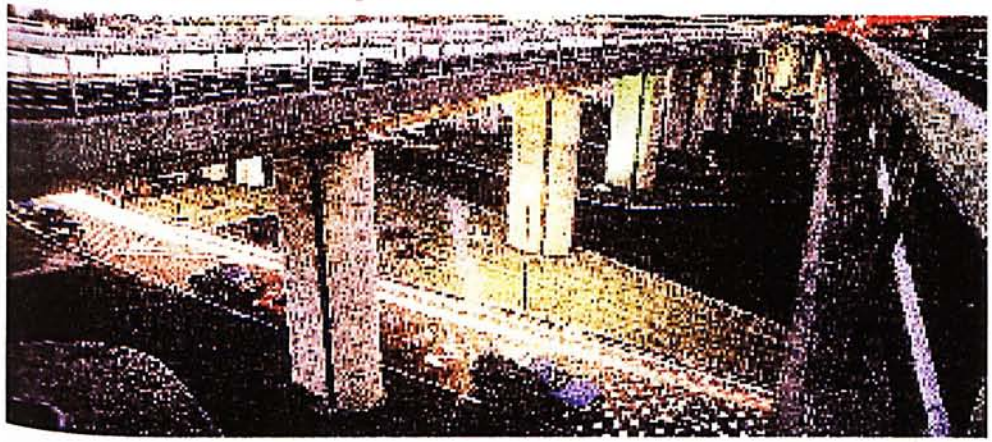
NEUILLY-PLAISANCE, FRANCE

A Bicycle Service Station Built under the Viaduct of the Rer Station

The area of this project was around 550 square metre. It was a House under an imposing viaduct, low cost public amenity brings life and function to a space that is unused before. The roof is the existing viaduct, and the walls was make by coloured glass box. The space under the viaduct can connect to public transport station on the same level, which provides direct linkage into the city.

Solution of Urban Wasteland and dormant land in different countries.

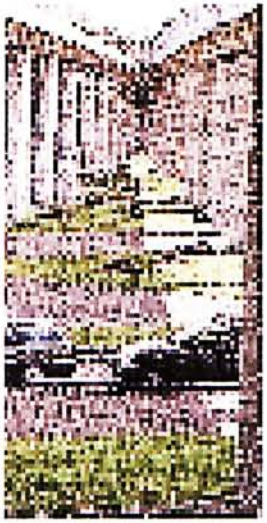
Type 2- Land under Flyover



AMSTERDAM

Carrasco Square Park, Under the Expressway Connected to Sloterdijk Station.

The concrete pillars of structures usually created a unwelcoming atmosphere. However, architect insulted some tree trucks pillars or replaced by trees moulded in concrete, which is a revolutionizing phenomenon that served for public transport.



LONDON

Portobello Green

This small arcade on the end of Portobello Road under the flyover is one of the tourism attraction in that district. There are open bazaar, shopping arcade, day care centre, fitness centre and office area under the flyovers. Portobello Green had a strong local characteristics, which can link people to the public transport system.

Solution of Urban Wasteland and dormant land in different countries.

Type 2- Land under Flyover

LONDON

Borough Market

Borough Market is the most ancient of London area. It is now the oldest fruit and vegetable wholesale market still trading from its present 4.5 acre site since 1756. However, the market was built under the railway, it still function very well for selling fine food and didn't affected by the noise around surrounding

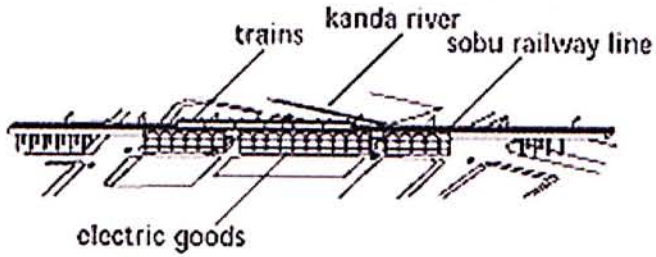
Solution of Urban Wasteland and dormant land in different countries.

Type 2- Land under Flyover

Japan

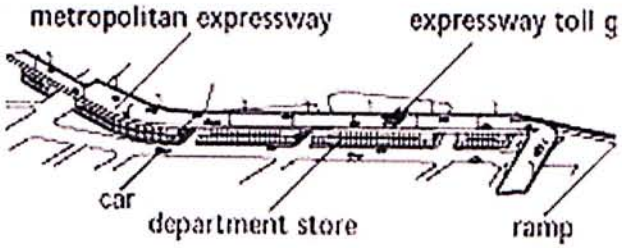
Akihabara Station

rail bridge + shopping arcade



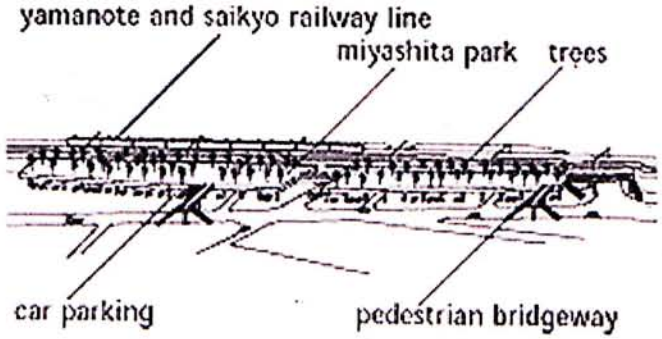
Yurakuno, Chiyada-ku

expressway + department store



Shibuya-Ku

public park + car park

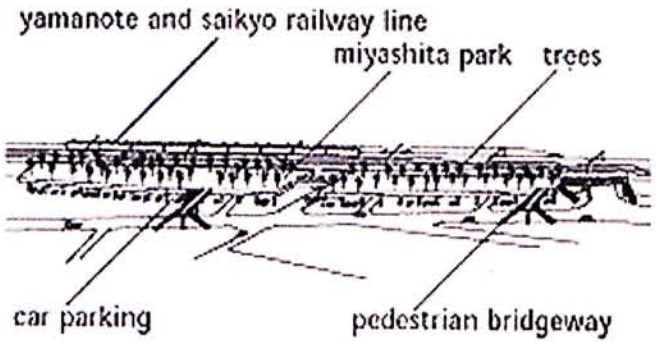


Type 2- Land under Flyover

Japan

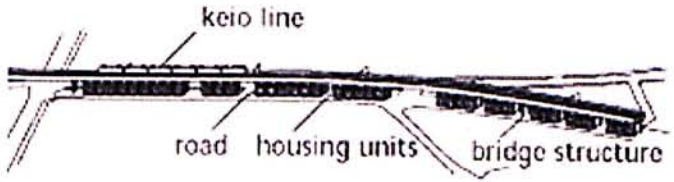
Shibuya-Ku

public park + car park



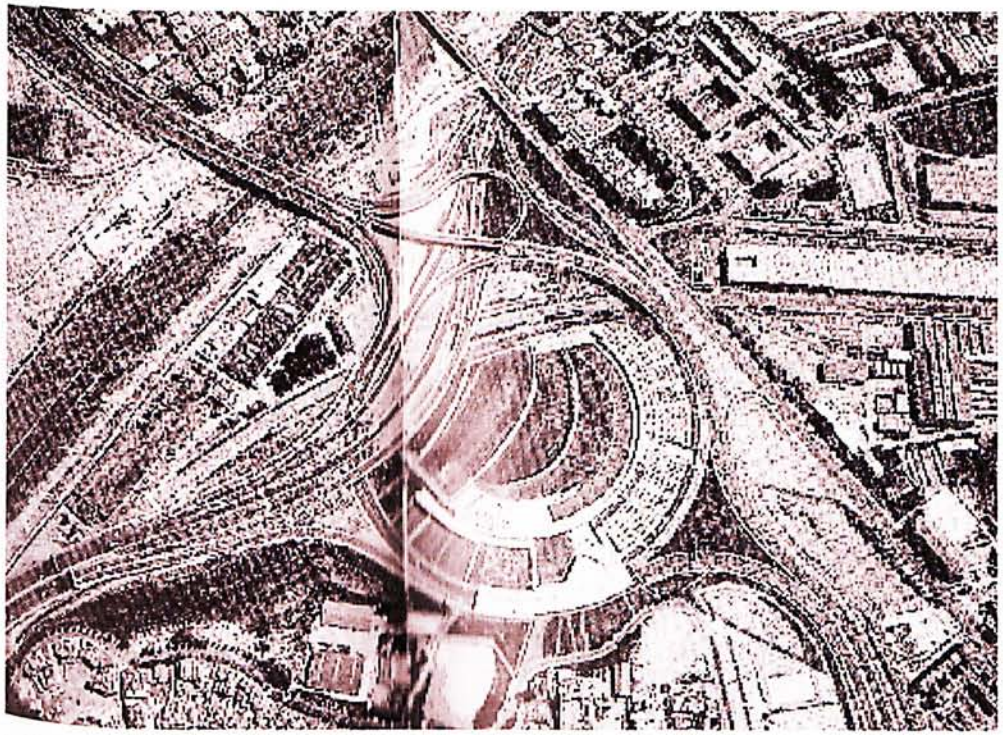
Higashi Asagowa- eho

rail +housing units



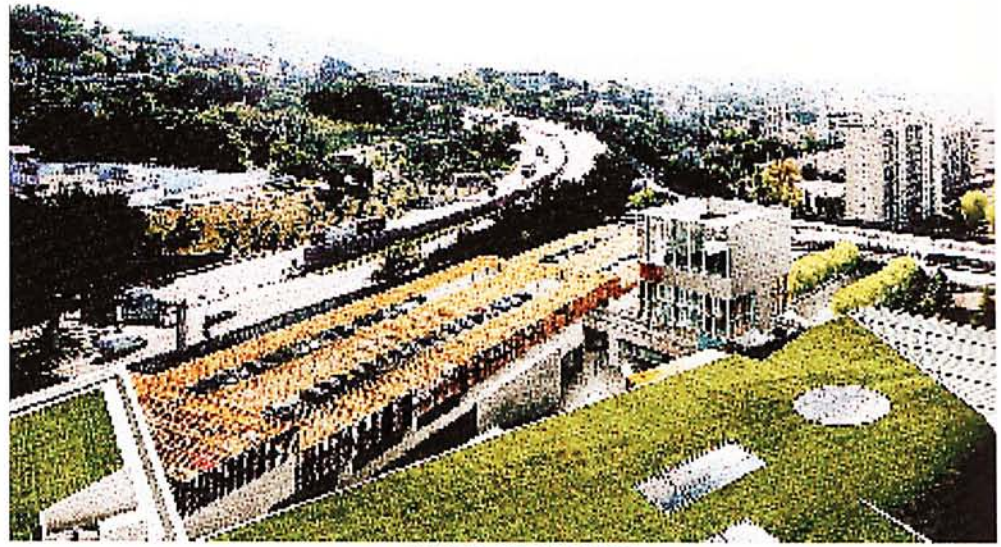
Solution of Urban Wasteland and dormant land in different countries.

Type 3- Land at roundabouts

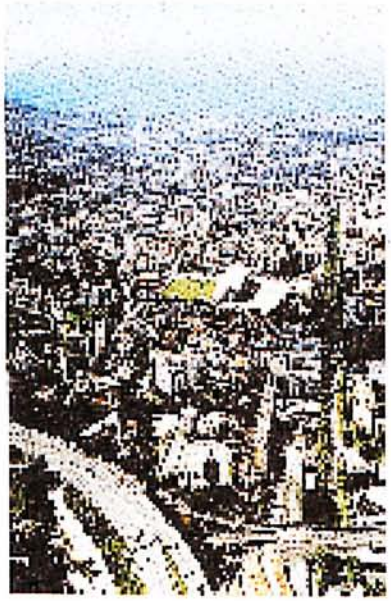


BARCELONA, SPAIN
Nudo-De-La-Trinitat

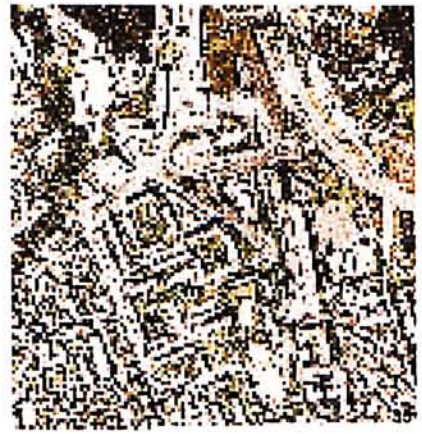
In 1993 Nudo-de-la-Trinitat was designed for the Olympic Games, a huge park which set against the existing road infrastructures. It emergence a new typology of public space during that period.



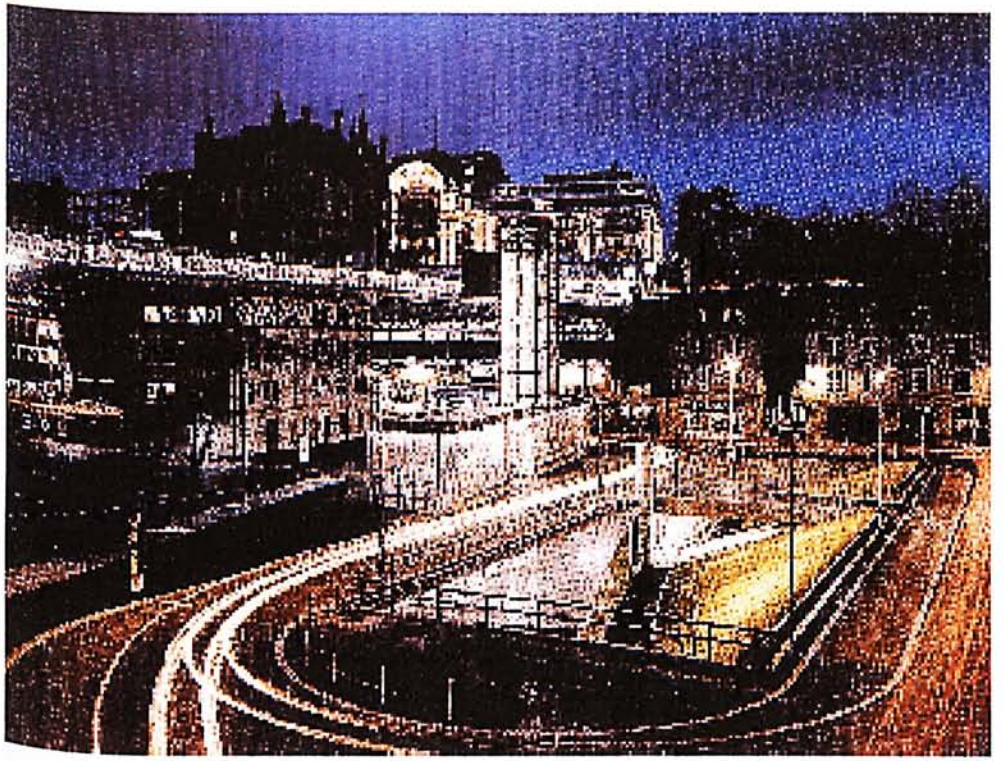
NICE, FRANCE
Tram Terminal (Maintenance Centre, Offices, Park-and-Ride)



This project overcomes the technical challenge of a complex transport infrastructure. Also, it also overcomes the turning problems between motor-way roads and changing this abondoned land into infull project. The design is the explore of the site's features, with digging into the hill and covering the roof of greenery.



Type 4- Land between street and street



LAUSANNE, SWITZENLAND
All Intermodal Station Linking the Town to the Flon Valley

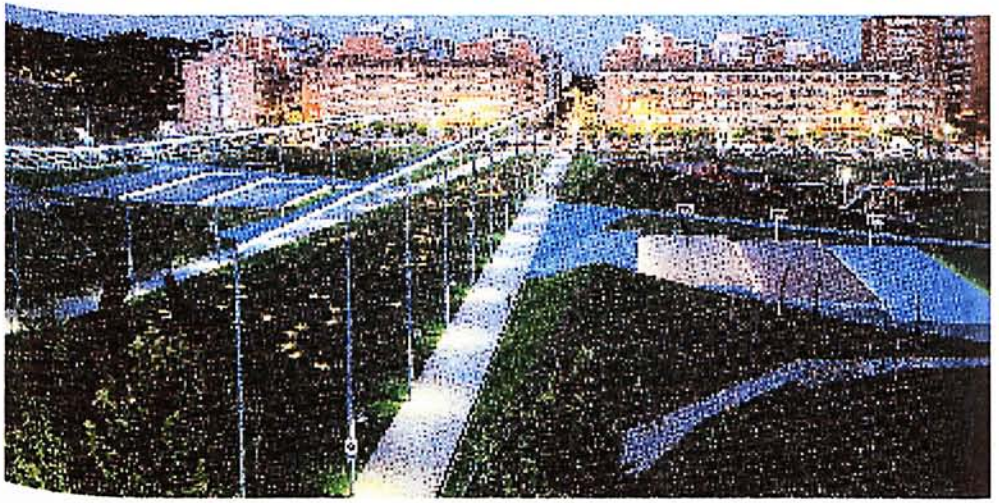
The purpose of this project is to connect the various transport networks (trains, buses and metro) into one city centre. The networks system are divide in 2 levels, upper levels and the lower levels which is an accumulation of inhabited bridges and glass walkways. In the concept of suspended streets at lower levels, it can bring people from one district to another without any segregation deal to the road and street.

BARCELONA, SPAIN
Design of a Square Above an Express-way

This project create a public space above the expressways. It is a place where people from both sides of the expressway can meet.

Solution of Urban Wasteland and dormant land in different countries.

Type 4- Land between street and street



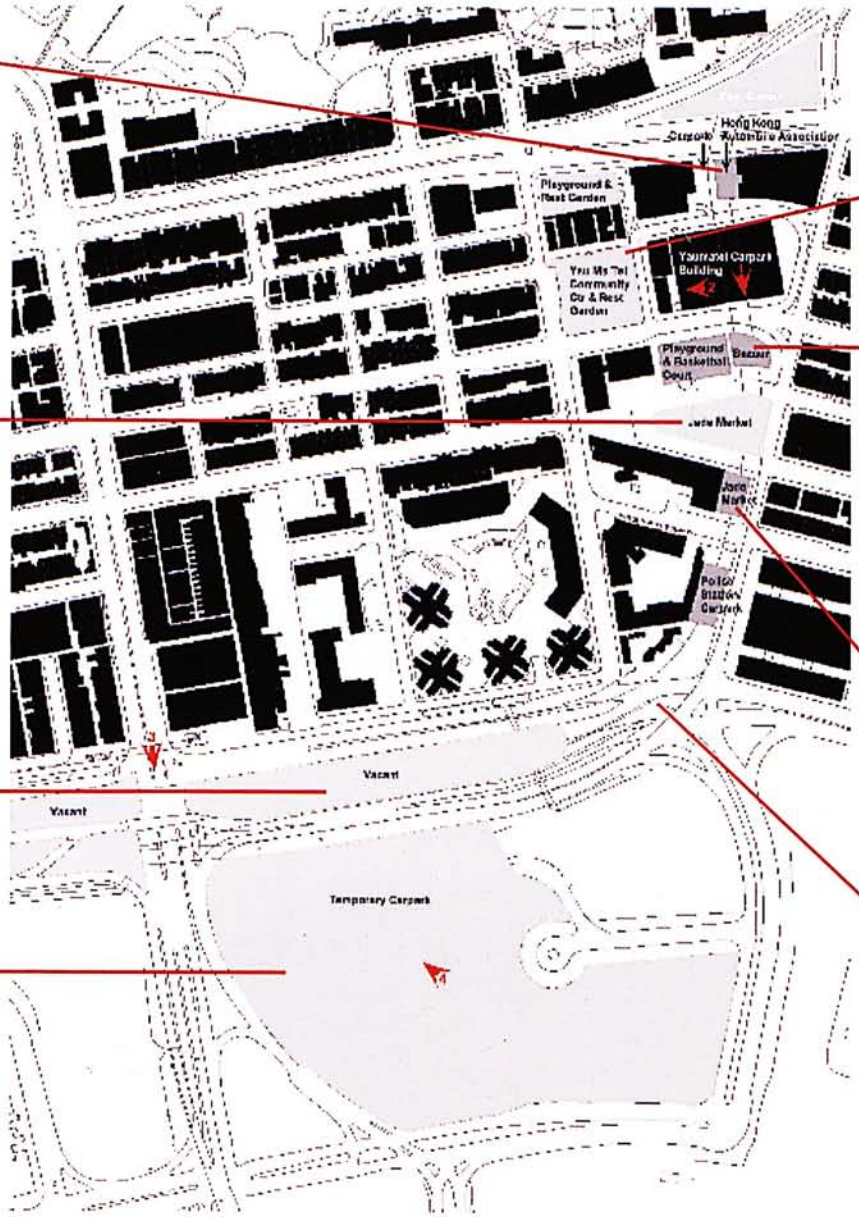
BARCELONA, SPAIN

Esplugues De Llobregat, A City Park on the Slab Covering

This project is a full scale of city park with 2.4 hectares area. It include sports and leisure facilities. The purpose of this project is to continue the existing streets between two historically separate localities above the expressway.

Main Research: Overall view in Yau Ma Tei

In Yau Ma Tei there are combine with different programmes under the flyovers, it includes rest garden, jade market, open bazaar, paking area, 2 storeys office and playground. The land under the flyover become a place for social gathering and shopping for that area, but there are some spaces under flyovers still left vacant. However, The road infrastructures can turned into an advantage for receptacle for activities, it can be the link between the different location and it can easily draw people attention for people walking on the ground floor or people driving along the road. In Yau Ma Tei the jade market is one of the landmarks and tourist attraction in that district, indeed the built structure of jade market is crude with only few structure to support the roof . Moreover, the road had been cutting off in cluster from that area, but the hybrid programmes which jade market is there to support the bazaar and playground. Therefore, Yau Ma Tei can still attract people and bring density in that area.



Overall view in Yau Ma Tei

Open bazaar and jade market underneath the flyover.

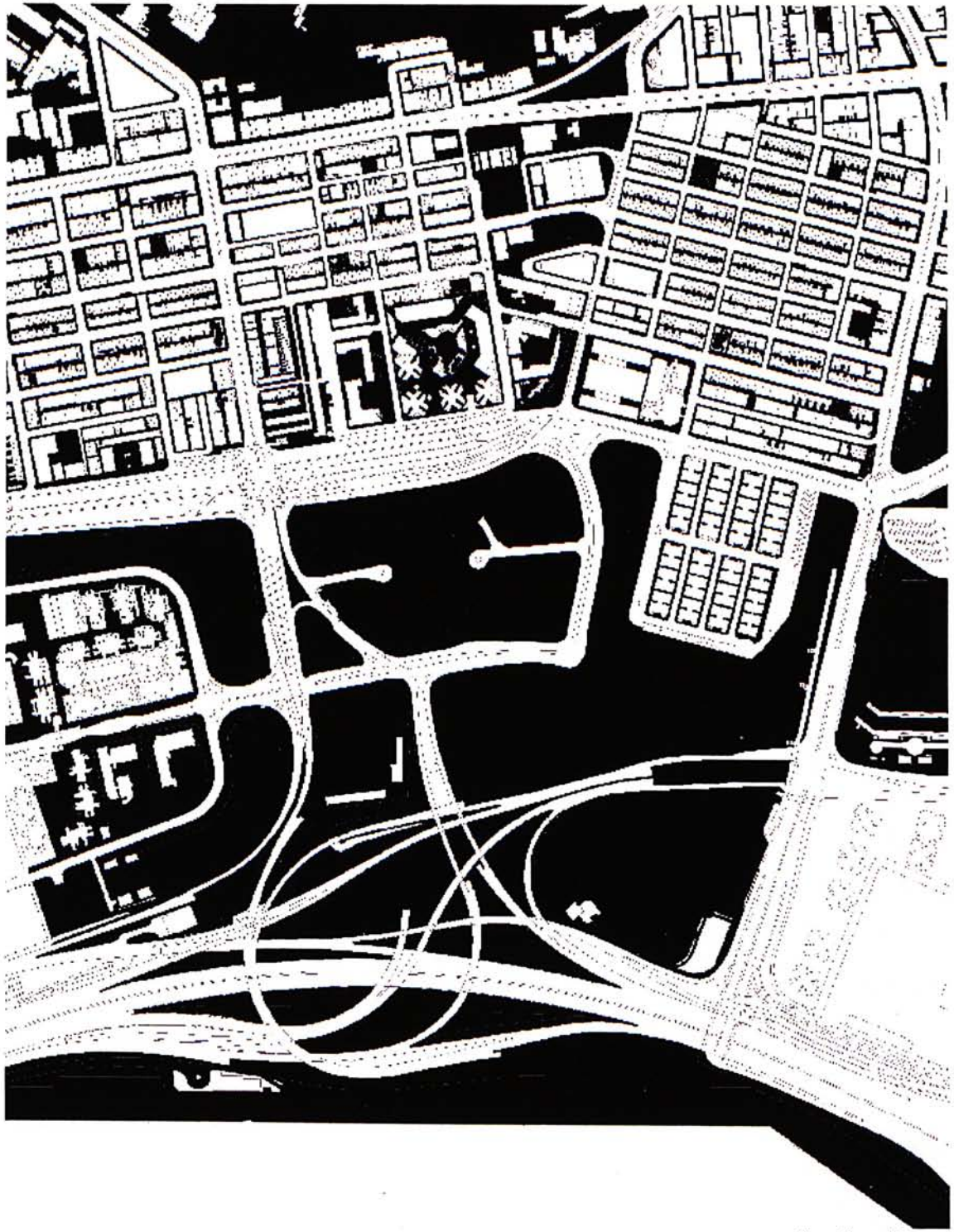
There are a number of urban voids (open space) in the crowded area. Most of them are parks and sport facilities.

Land underneath the flyovers remain vacant.

The density decrease when it comes to the edge of the district. This is due to the inconveniency from the travel distances. Most of them are serves for temporary carpark.

City Fabric

The density of the buildings is very high in the old district due to the burning demand of residential and commercial land. The density decrease when it comes to the coast where the new district located. This is due to the fact the Ferry Street flyover create a segregation between old district and new district, which the new district were reclamation since 1996 and it created a cluster of unused land left after development. As well as, the scale of the building increase from the old district to the new district, which also increase the inconvenience from the scale changes and travelling distances. There are a number of urban voids in the crowded area. Most of them are parks, rest garden, temporary carparks, sport facilities and historical building.

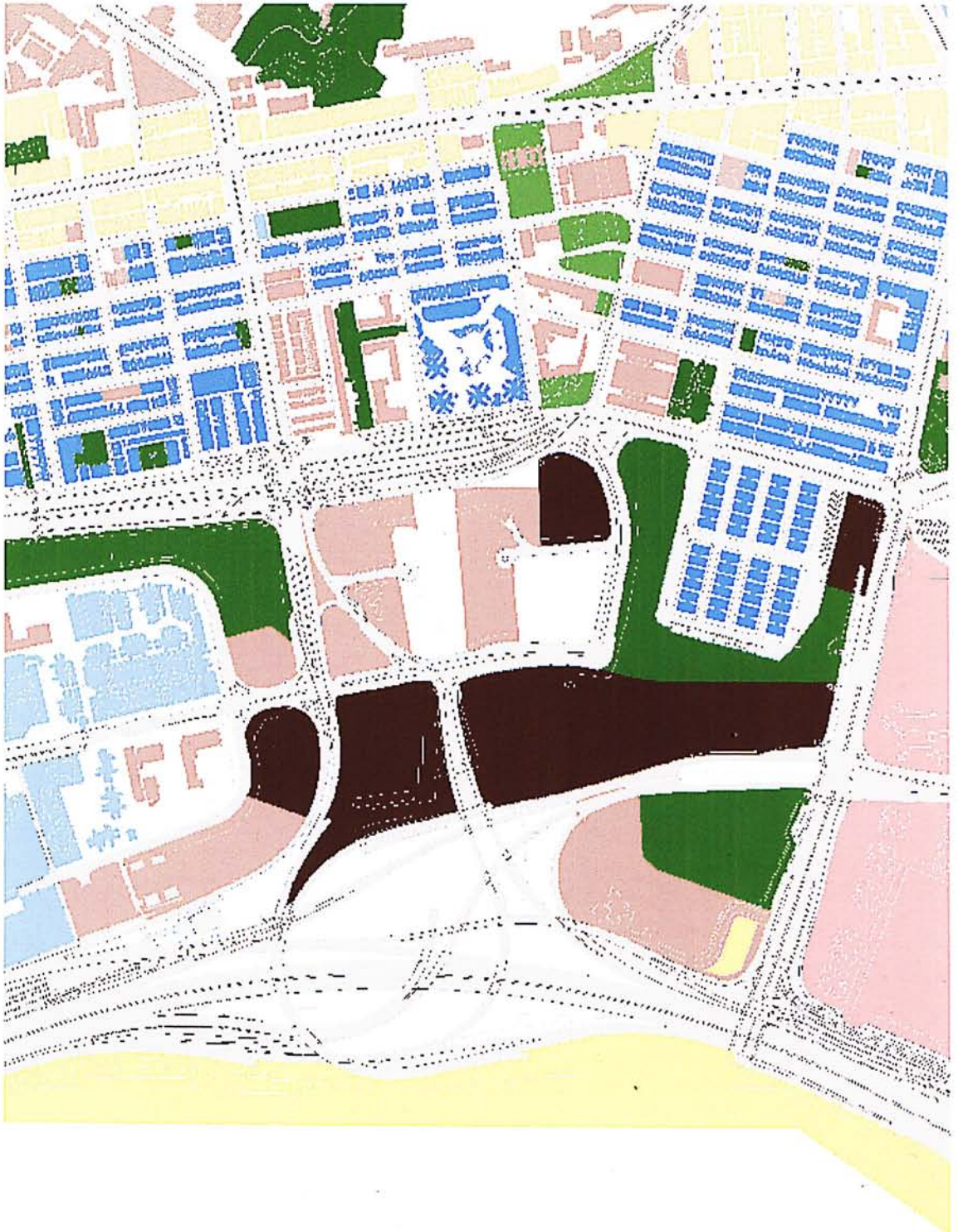


Grid

Three grid systems can be found in the urban fabrics. The old district orientates in between Nathan Road & Ferry Street. The direction of grid was rotated clock wisely due to the change of direction of Ferry Street. The two grids system meet each other at Kansu Street. Both grid was facing the elvations of the buildings along towards west, where it use to be the waterfront before 1996 reclamation. However, the grid system on the new district were depend on the road infrustruction and expressway of West Kowloon Highway. Expansion by land reclamation has also produced a multi-layered grid pattern parallel to the coastline. Even the block has developed its own unique character over the course of urban development, the original homogeneity of the urban structure has been altered and distorted.

Yau Ma Tei Outline Zoning Plan

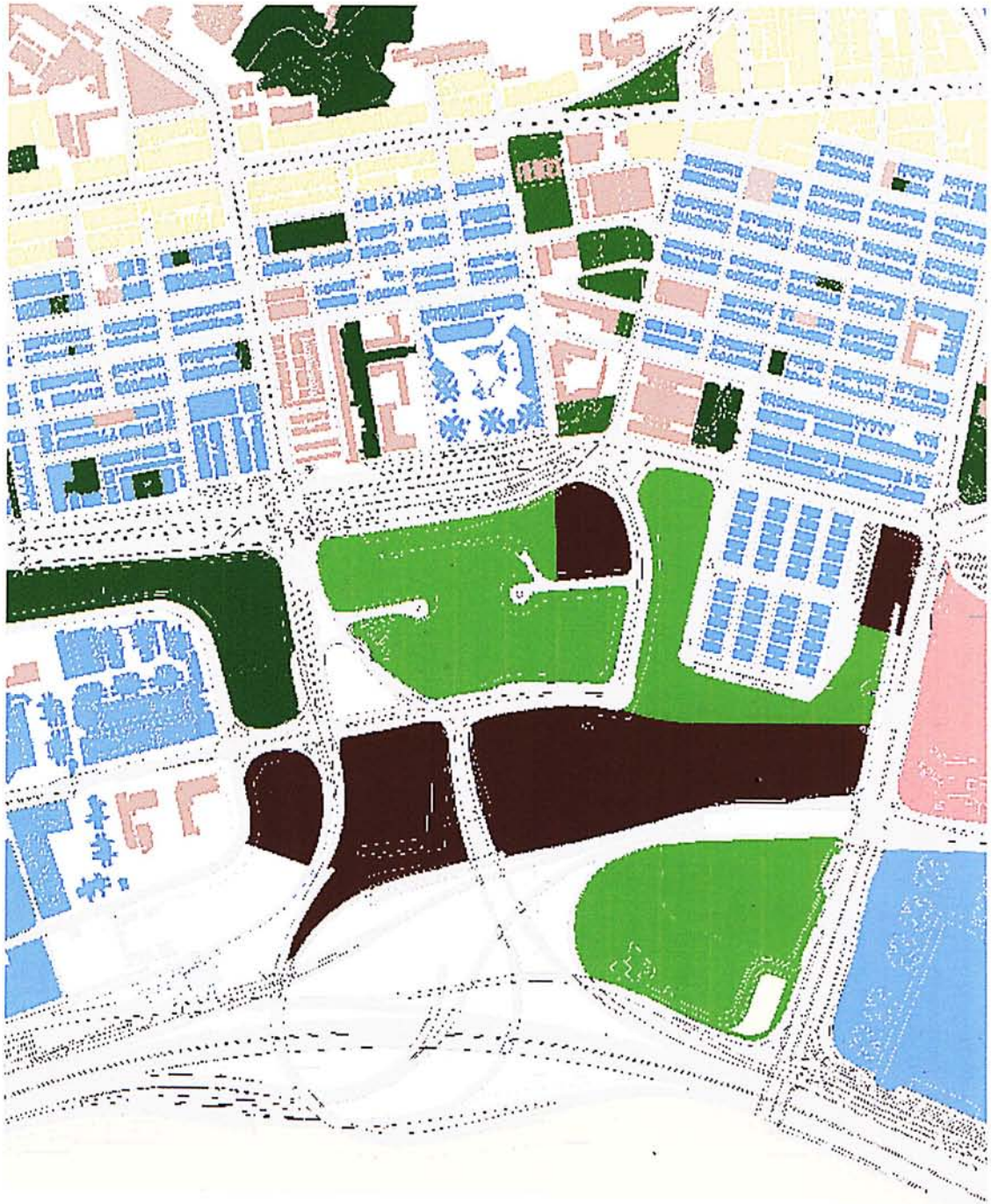
- Commerical
- Residential
- CDA
- GIC
- Open Space
- Open Space (Wasteland or dormant land)
- Constructed site
- Other Specified Uses



District

The center area of Yau Ma Tei is the tourism attraction with a rich Hong Kong history. The intensive programmes are located near the temple street, where the jade market, temple street night market being the most significant. The commercial area is located near Nathan Road and the mixed used (commercial & residential) area is located near Temple street in the old district. The transportations facilities are very convenience for the old district, but not much for new district that located along the coastal line.

- Commerical
- Residential
- CDA
- GIC
- Open Space
- Open Space (Wasteland or dormant land)
- Constructed site
- Other Specified Uses



Is Yau Ma Tei Lack of Open Space?

- Open Space
  (Park, rest garden, sport facilities, bazaar.)
- Semi public garden within C/R blocks under OZP
- Urban Wasteland or dormant land
  (temporary carpark, abondoned land)

Landmarks

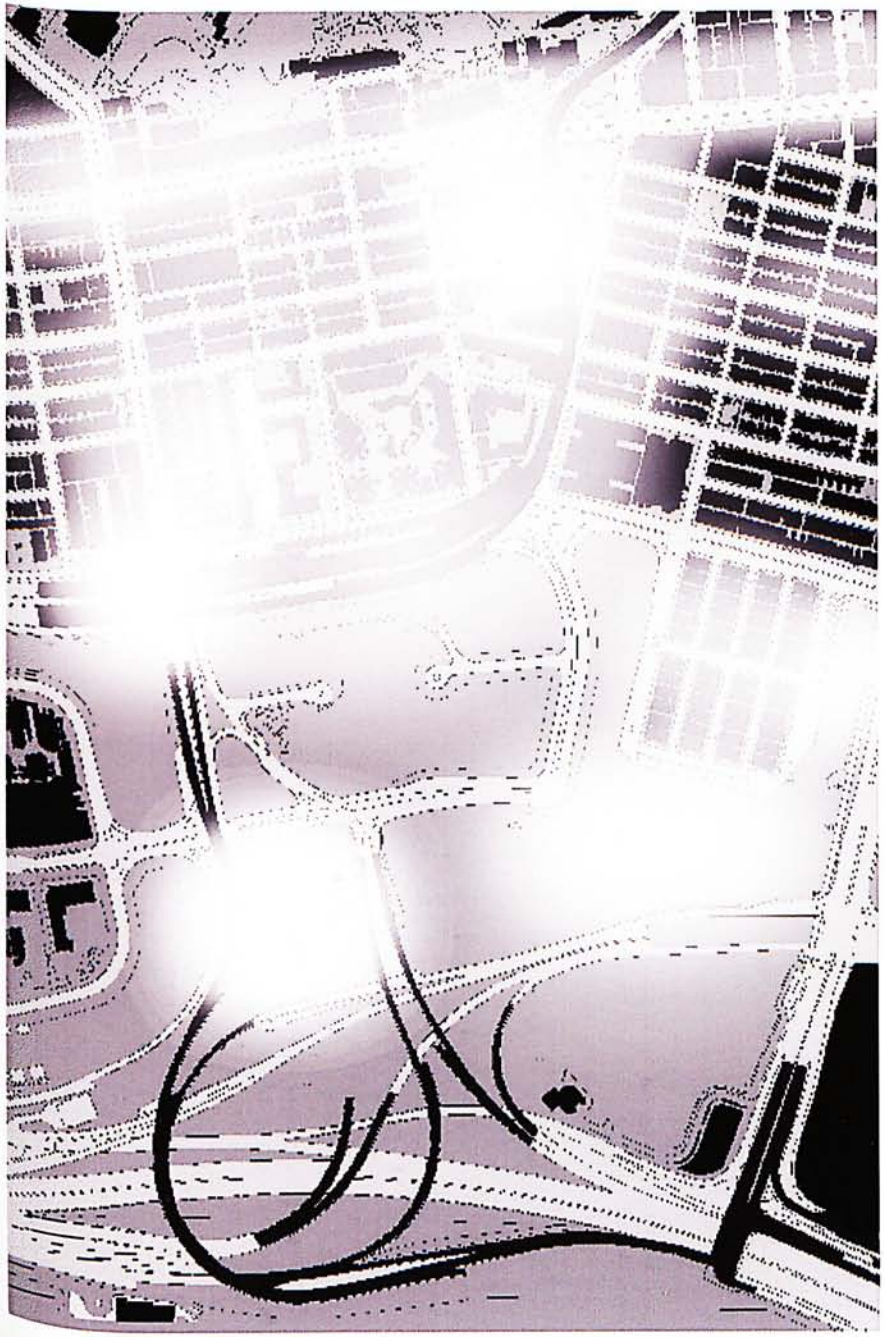
Major landmarks are those with historical backgrounds, which is well know as tour attraction. For example, night temple market, Jade market, Tin Hau Temple. These area was recognized by the whole community. On the other hand, local landmarks are those which serve for local people and bring great value to the users. For instant Yau Ma Tei Division Police Station, Canton Street for jade market, Market.

- Major Landmark
- Local Landmark
- Major Street for Night Market and Jade Maket

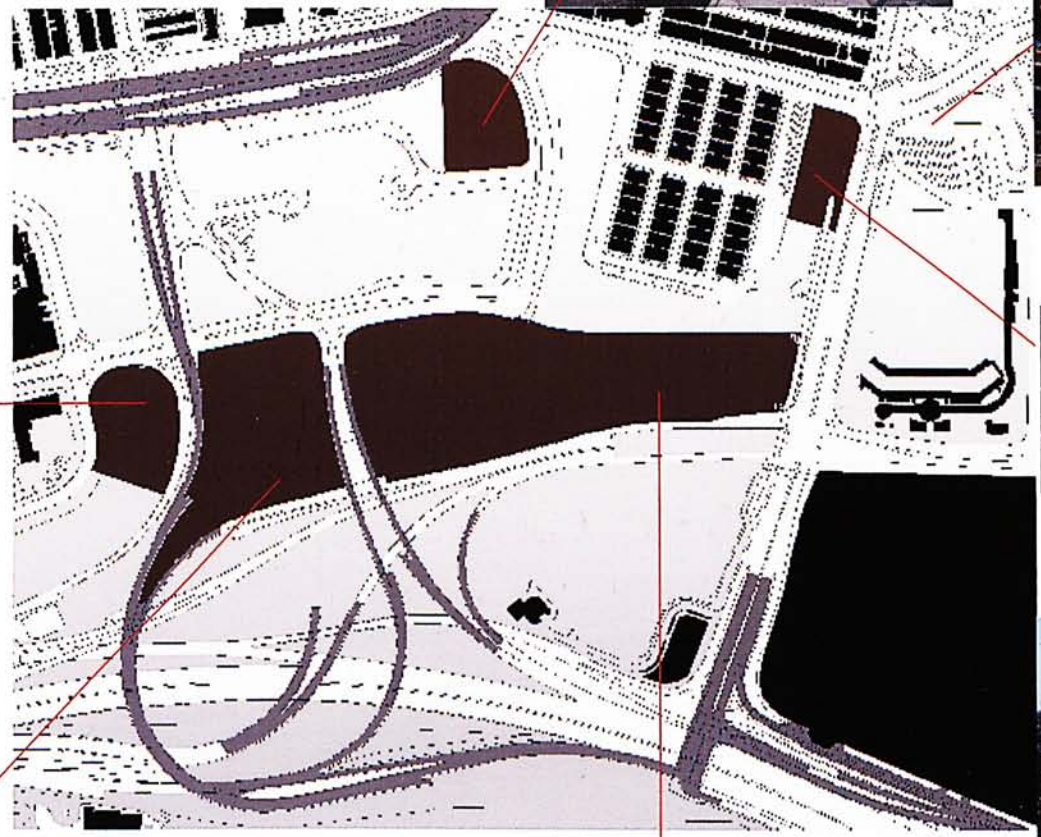
Temporary Building (Residential with mixture use)

Most of the residential is original and didn't demolished since it developed. Yau Ma Tei is a old district, which it keep the original grid system urban fabric. However, the temple were became the centre in Yau Ma Tei, where it has open space, shop, restaurant, tailor shop, hotel, lounge, jade market and temple night market along Temple Street. Yau Ma Tei old district has it historical value, and the mixed use programming that attract people to use the space even it is a overcrowded area.

Street Noise Analysis



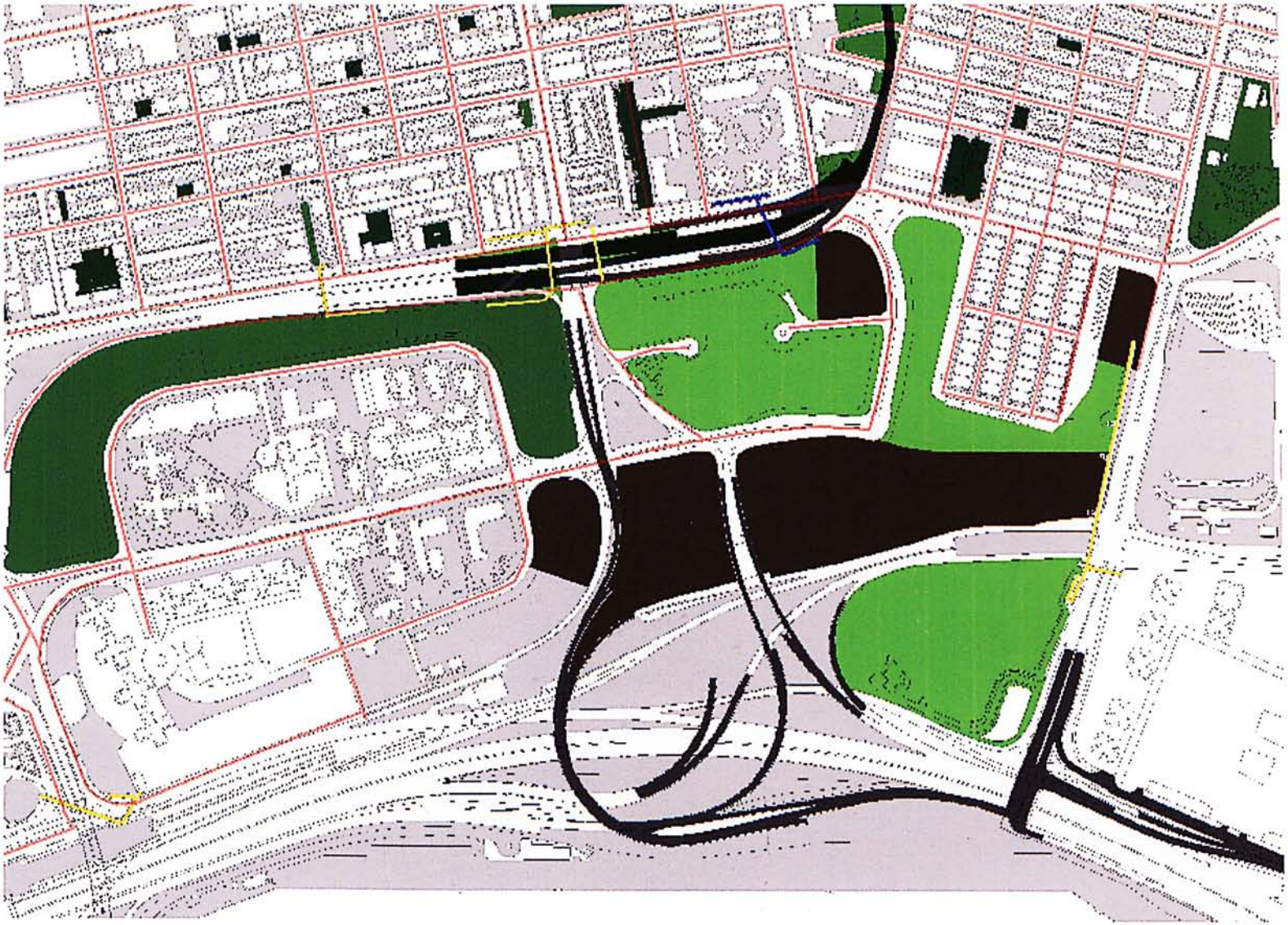
Open Space Density Analysis




KOWLOON

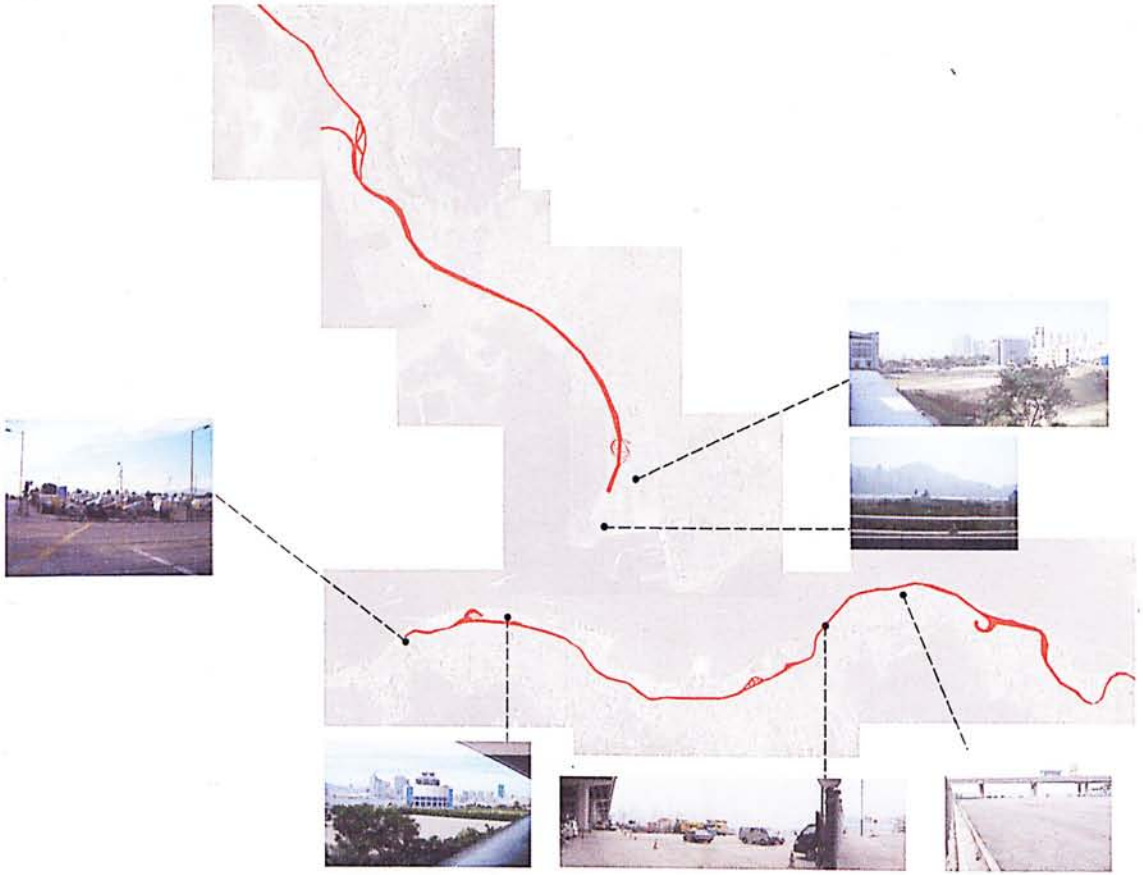
Path

- Bridge
- Pedestrians
- Tunnels



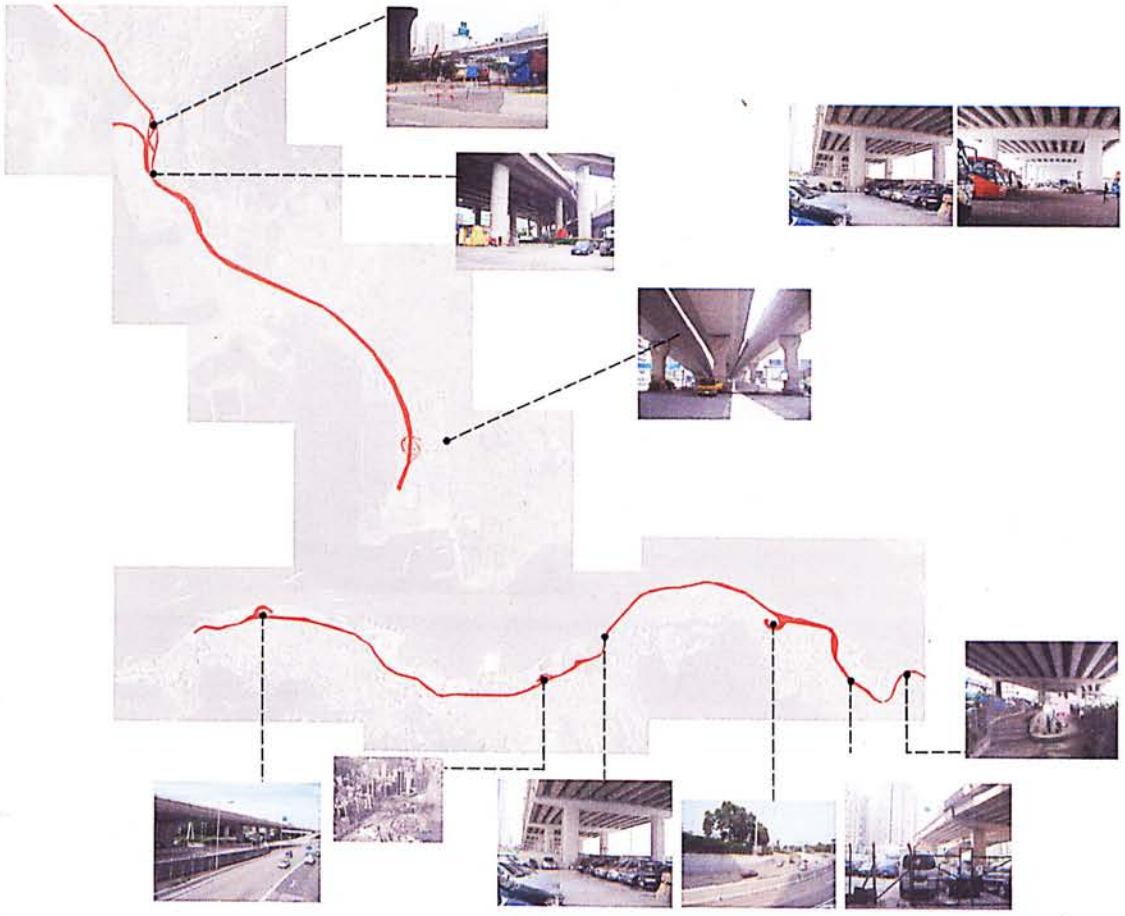
Edge

The wastelnad separated by infrastructure along the waterfront create a edge condition. The flyover act as a phyical edge in between the city fabric. It crate poor connectivity, and left over space around and under the flyover.



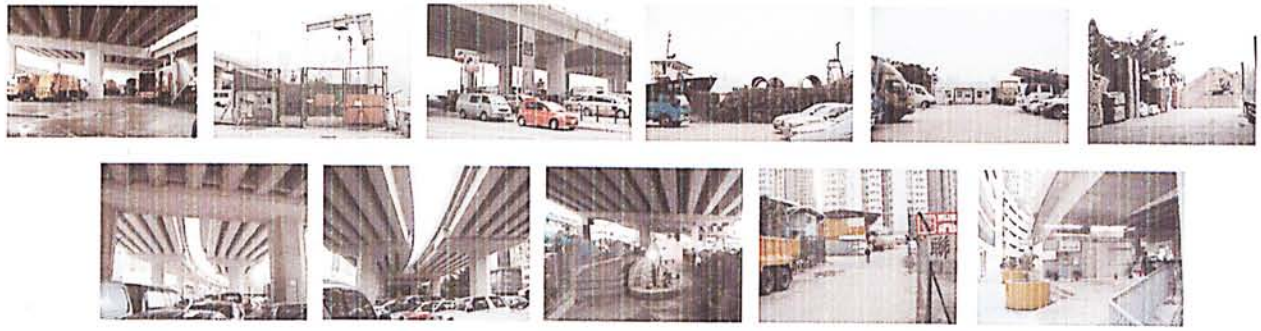
Segregation

The infrastructure travel through the inner city usually segregate the old and new city district, which affects local and tourist circulation.



Wasteland of transition

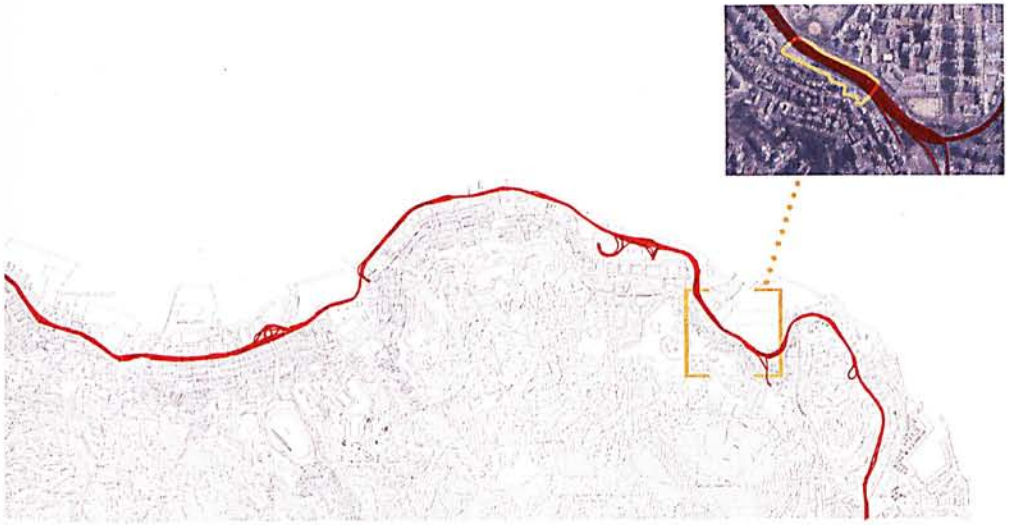
inculding staging areas, storage yards, parking, transfer stations, container building etc. They profit by selling or renting building space for improving property, whcih usually increases the land's value.

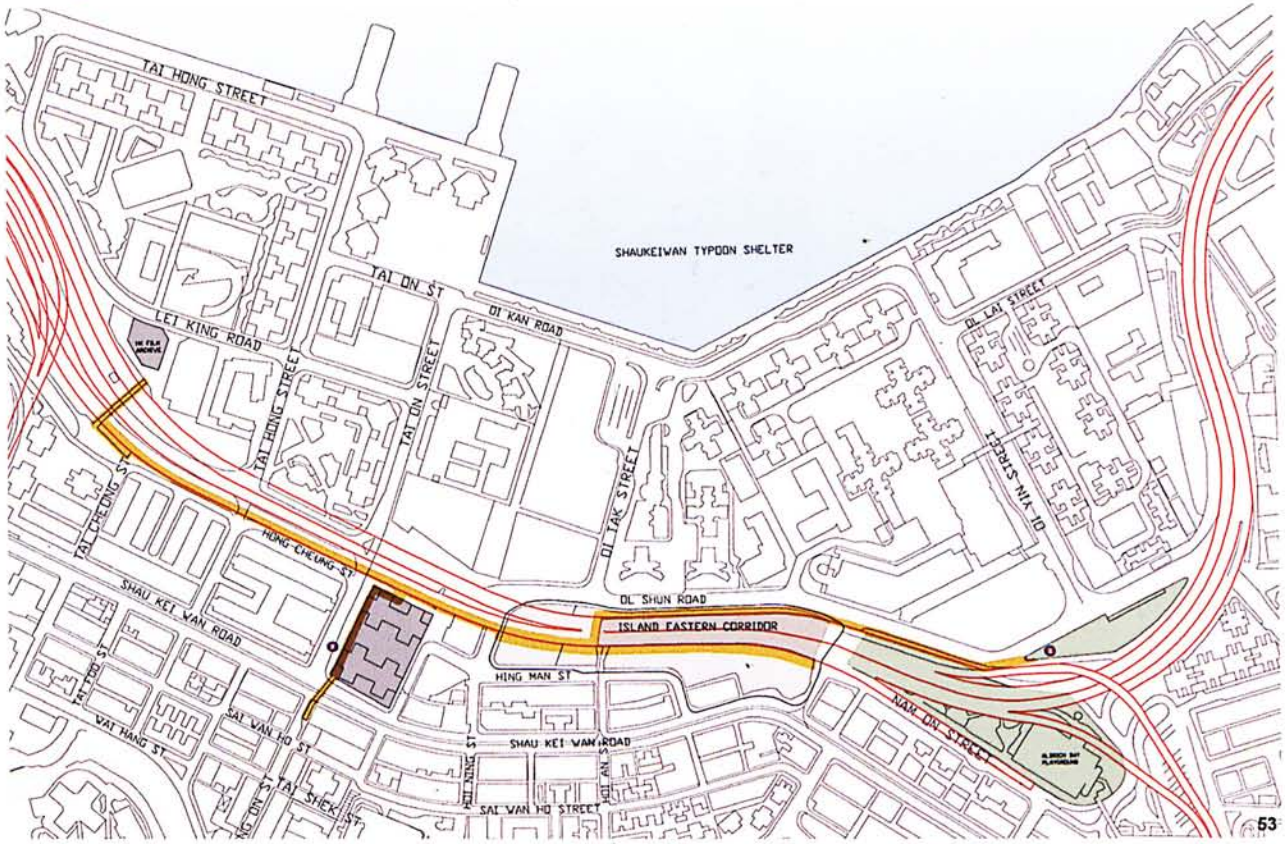


Wasteland of infrastructure

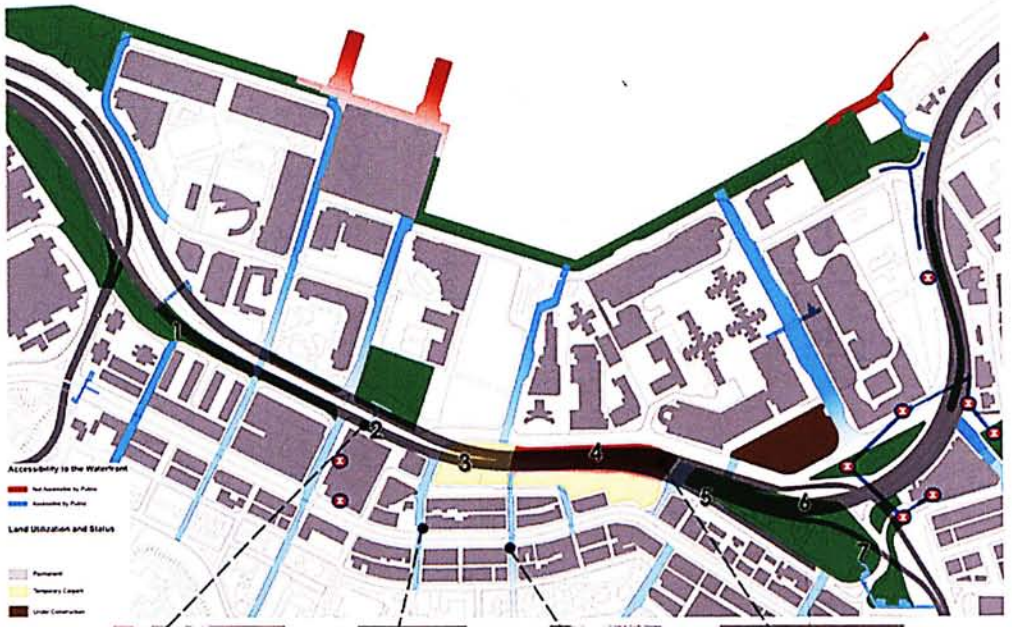
Inculde the landscape surfaces associated with infrastructure, associated with transportation (such as highway corridors and interchanges). Infrastructure already running between all urbanized areas, it have the potential to be reused for socially and ecologically reconnecting increasingly deconcetrated populations.

Site Analysis in Sai Wan Ho

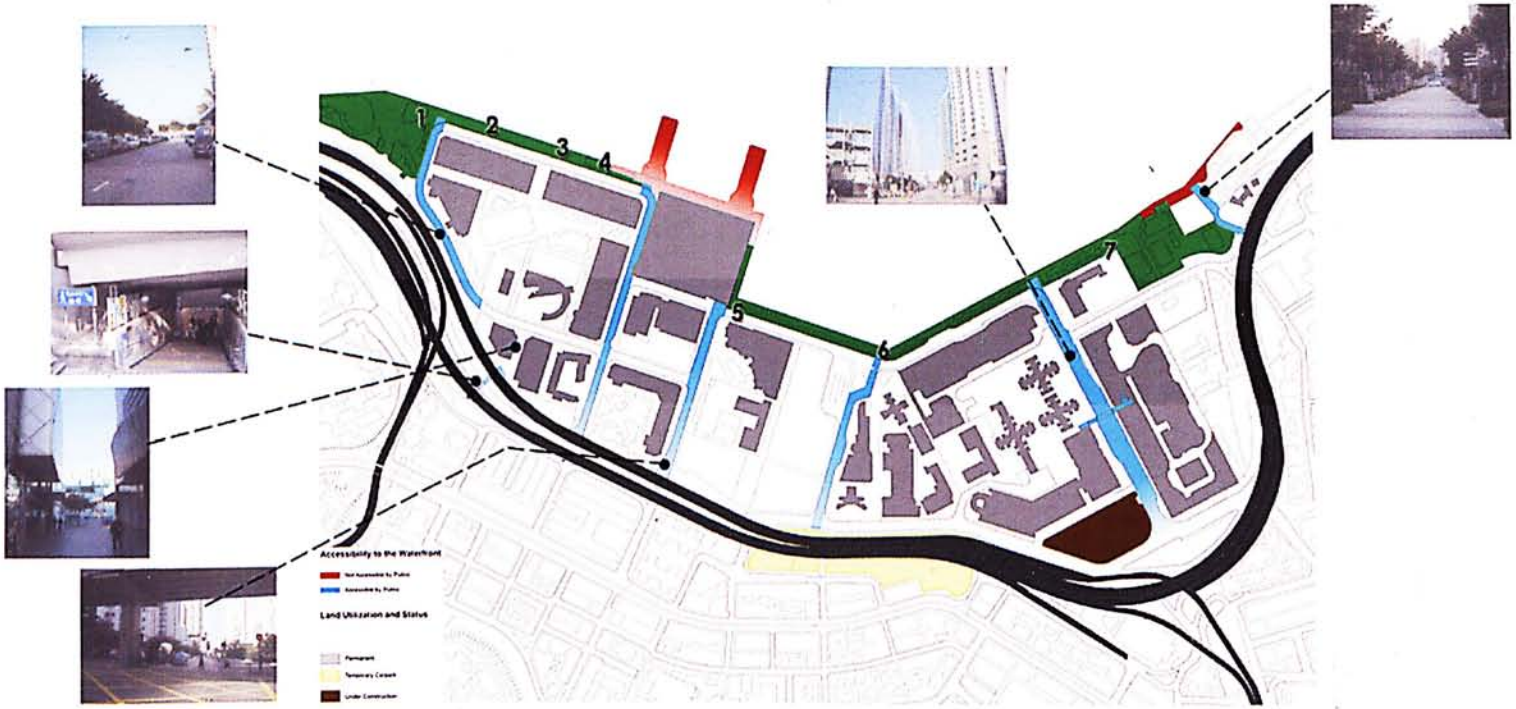




Sai Wan Ho waterfront- disconnections parallel to waterfront



Sai Wan Ho waterfront- disconnections along waterfront



Site Analysis in Sai Wan Ho

The view from the new district to old district show that there are many leftover space around and under the flyover.

The flyover passing through the new district and old distict, which create poor connectivity.

Visual disconnection from the pedestrian to the tram depot.

Pedestrian access disconnect on the ground floor

Untouchable green space in the wasteland.

The Park under the flyover didn't creat a pleaseant experience, it didn't have enough lighting and sitting area served for the public.

Aspirations

Sai Wan Ho dormant site increased land values are tied to serious questions about the city: *Will private produces? Will it be permeable enough to absorb tourists into daily life whil retaining the unique character of Sai Wan Ho?* The challenge is the integration of travelers and local residents in a way that revitalizes the hold district.

Alleyway

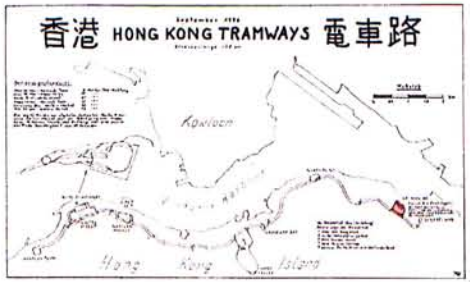
The alleyways is an unique urban space in Sai Wan Ho. The alley ways are semi-public space, as they are less apparent and thefore less traversed. Being quite unpleasant from ground level, the alleyway is preferable observed by residents from the external staircase of surrounding apartments. However, many undefined activities that describe the unique inhabitations of the city take place in the alleyway, such as extensions, cubist encroachments, undefined compositions of entrance. The alleyway plays a critical role in joining and connecting homes and lives, presenting the opportunity for shortcuts and evidencing the inner workings of the urban system.





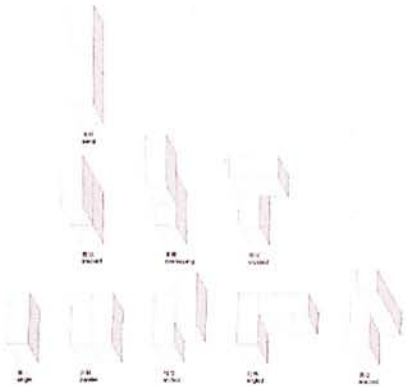

Material (Tram Depot)

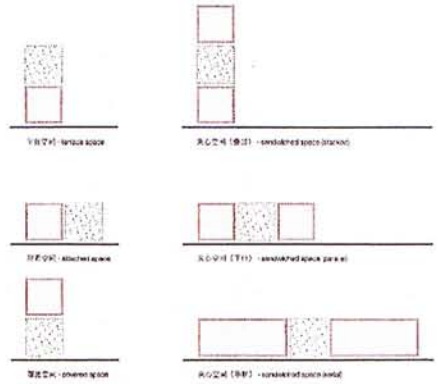
There is no unique identity of the tram depot. Tram depot has historically been strongly asserted. Architectural should be brings to the forefront potential of it character.

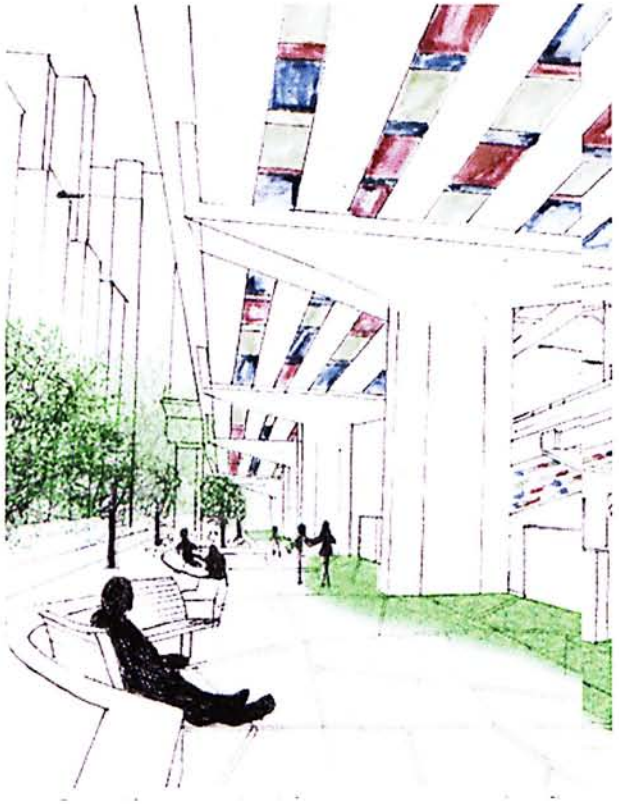


Explore a flexible solution of urban wasteland

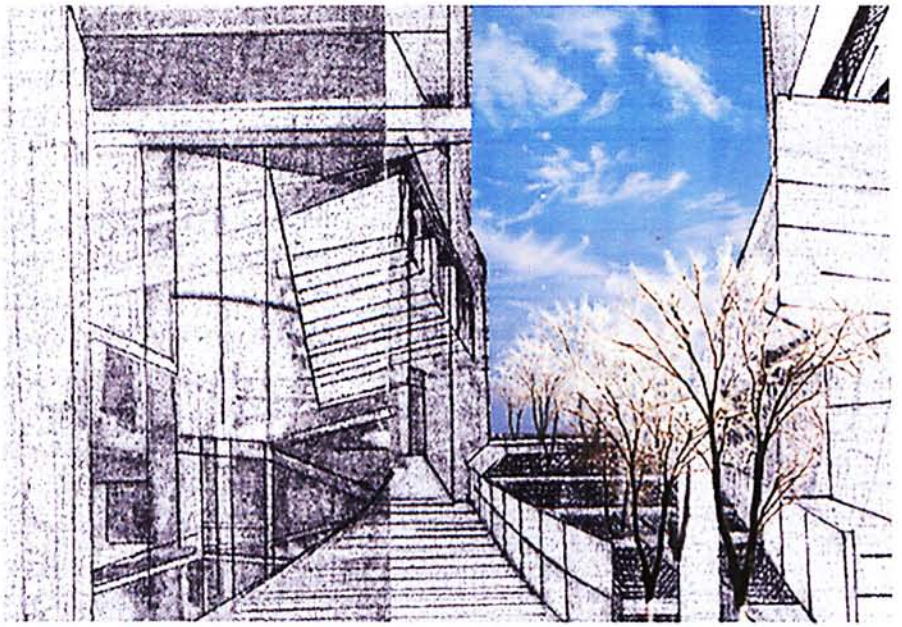
The solution should retain their connection of the old districts



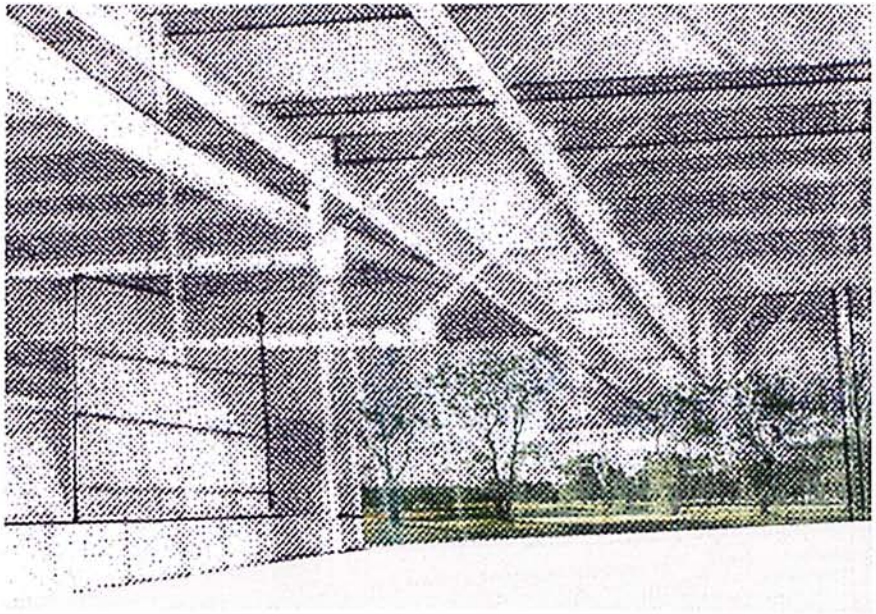




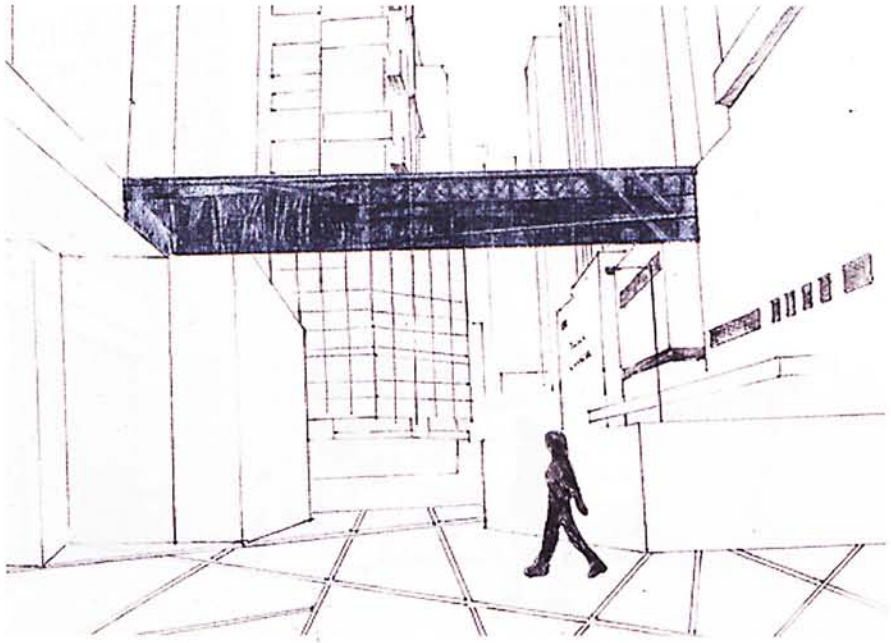
1. Creating pedestrian access under flyover.



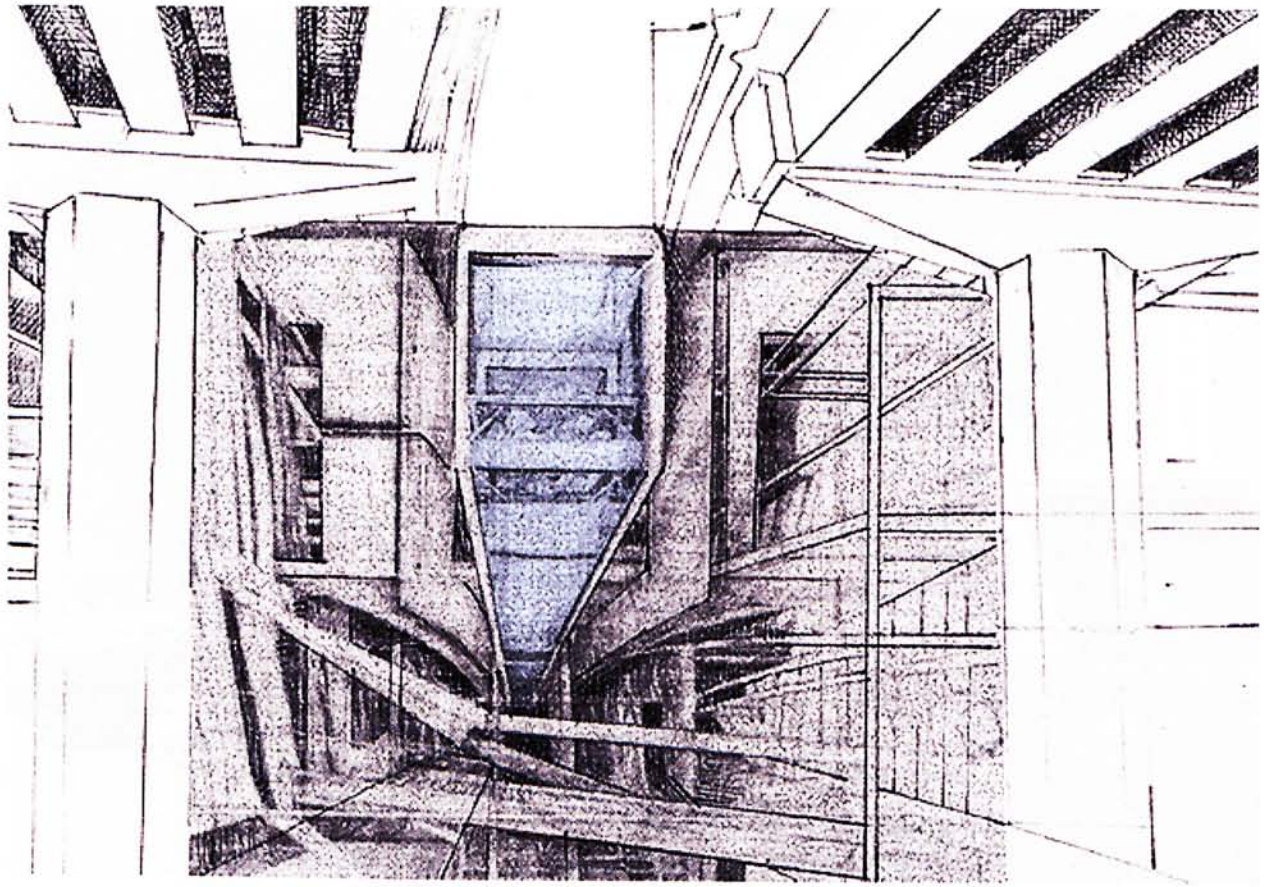
2. Inserting new social space for different people like resident, working student and tourist.



3. Creating visual connection to different programme, while retaining their origina



4. Extended pedestrian access on upper floor , creating connection to the old districts



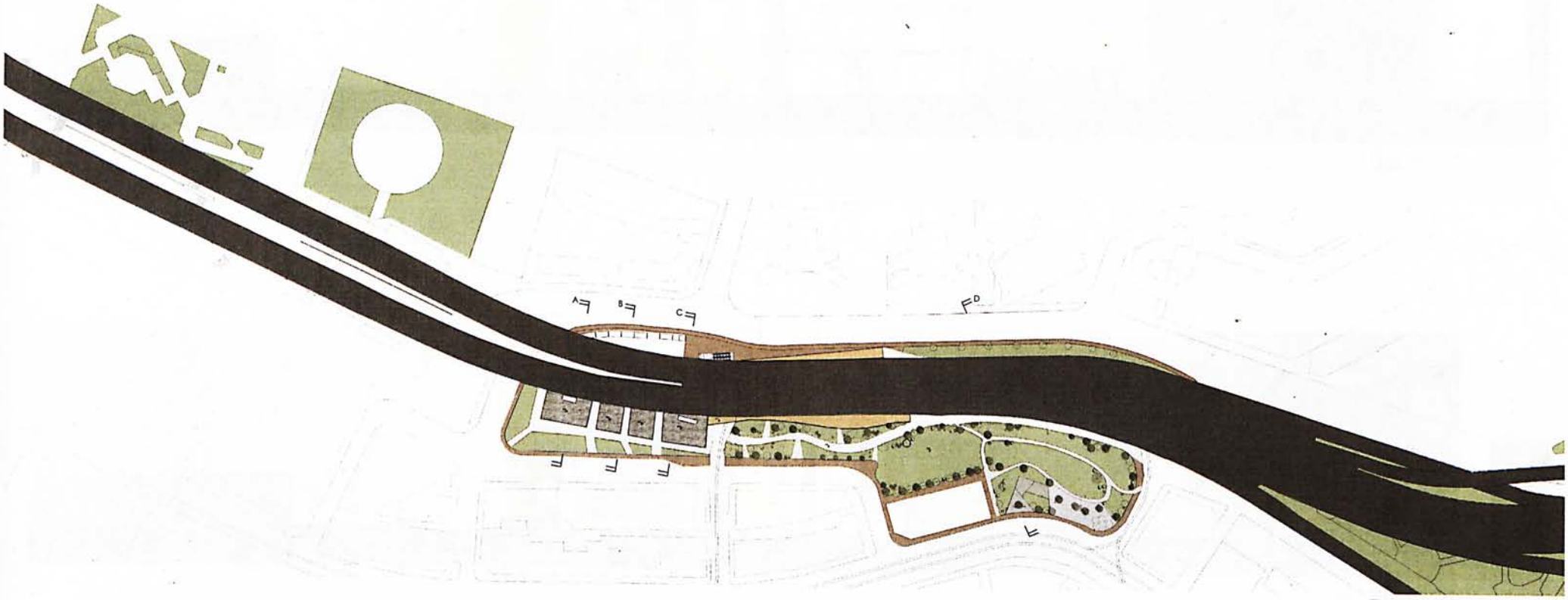
5. Elevated walkway along flyovers.

Final Design- Plan

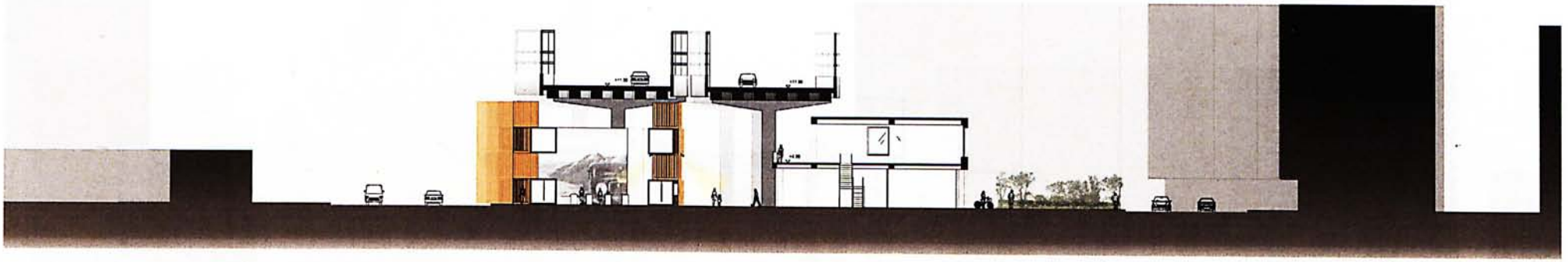
Ground Floor Plan

First Floor Plan

Final Design



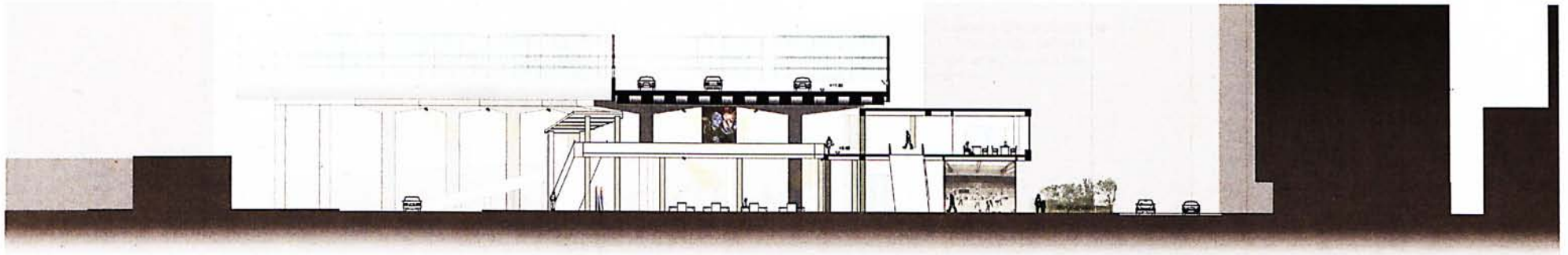
Roof Plan



Section 'A'

Section 'B'

Final Design- Section

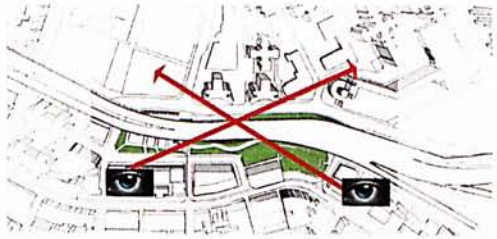


Section 'C'

Section 'D'

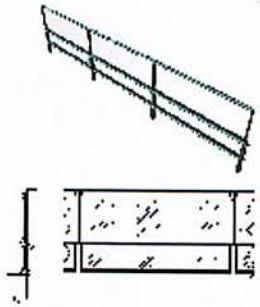
Park Design

Park- The sites lies in between the old and new district. There are different tourist attraction and resident area near this site. Therefore, many people through the street everyday. Although there are many commercial area in the adjacent sites, but the it don't have much outdoor space to sit and relax. The design bend the people from the office, welcoming visitor and local resident to relax and rest inside the park. The site demolish all the fence surround it and use grass make a soft border between the commercial are and office area. Also, it can preserve the calm by putting sound barriers along the flyover.



Bend + Obstacles

The curvature of the site visually disconnects the end of the existing park. Additionally several building block are too high which create the problem of visually discontinuity.



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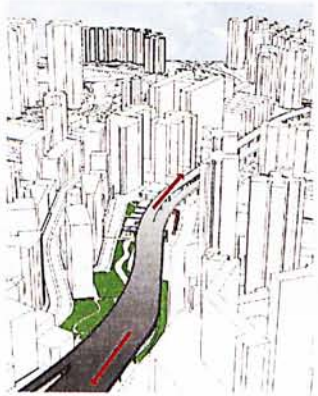
Noise

The site is quite noisy. Without any sound barriers, the majority of the site would experience at least 70 decinels of noise generated by the flyovers.



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Length +Access

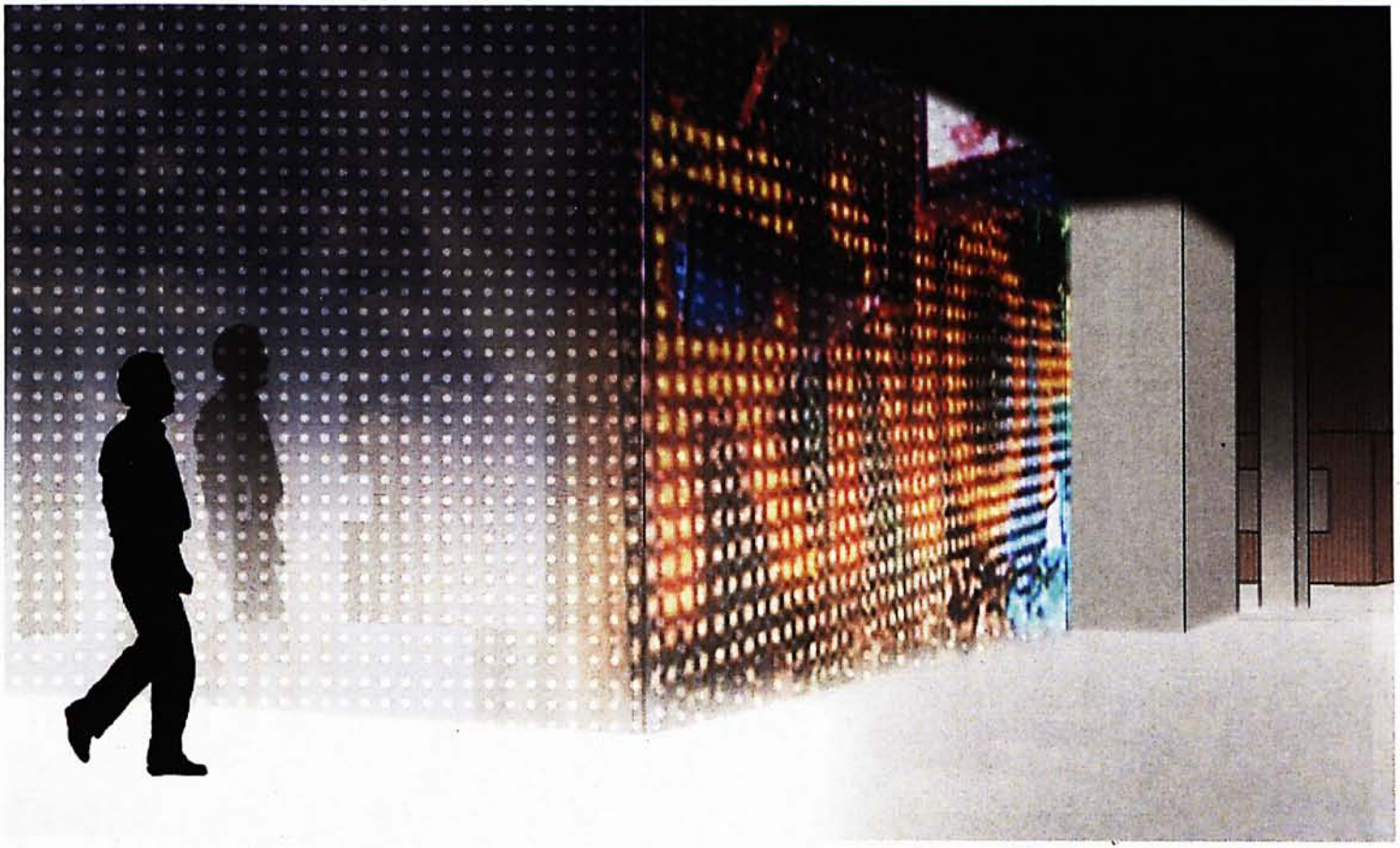
The design has 183 miles of street frontage and only 3 major entry points each within a 6 minute walk from the nearest MTR station

Park Design

Perspective of multi- function Park

Screen Walkway Design

Screen Walkway- The propose is to inserting mixed use area in the urban wasteland. The Ground will use lighting as an attraction. The screen is make of LED in between transparent glass. The program is changeable by months, like art club, atelier, workshop, etc. The idea to is crate flexible space to the people in Hong Kong, so that they can enjoy various of activity along the flyover.



Perspective of outside screen walkway

Video Projection Design

Perspective of video projection

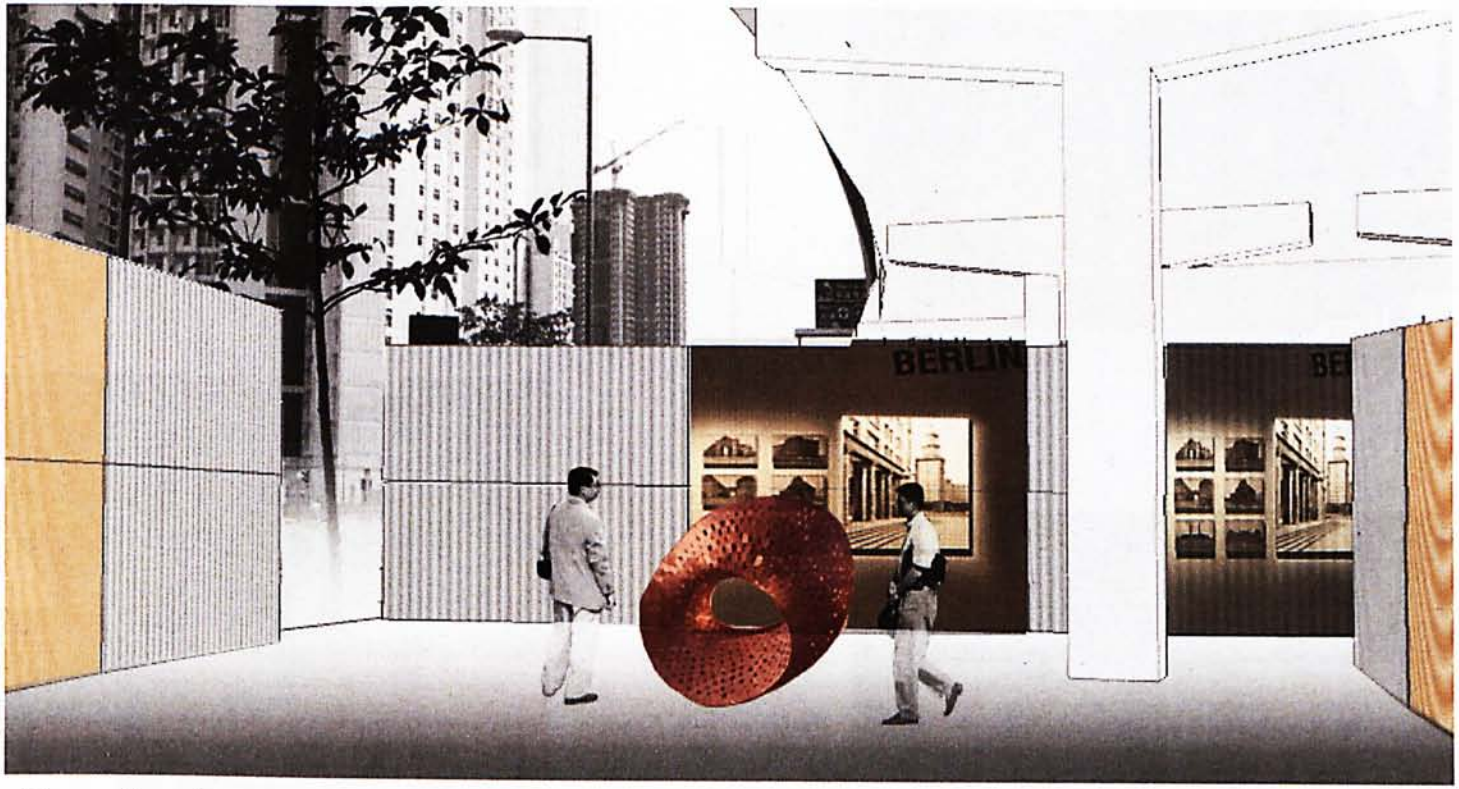
Container Wall Design

Container Wall (flexible space)- Container can create flexible space where people can separate the program by difference function; For instance a public gallery, theatre, terrace and outside countyard. The purpose is to attract different type of people from the old district and new district and establish an attraction point crossing the space under flyover.

Perspective of temporary product exbition

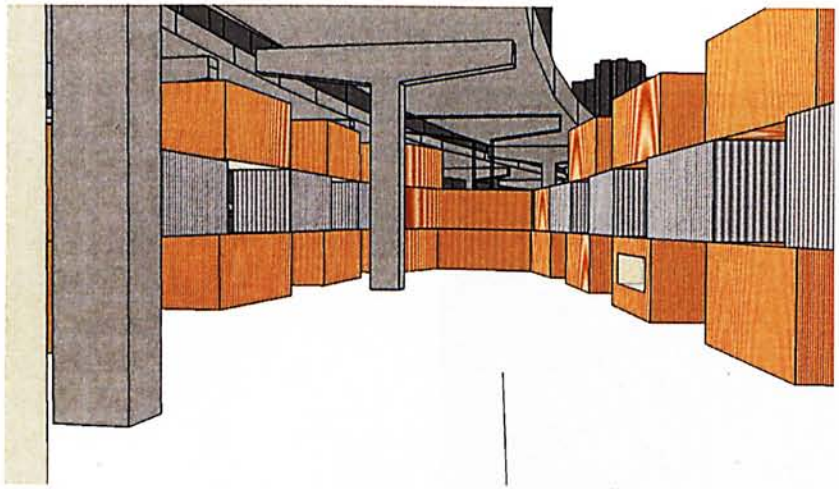
Possible program for flexible space

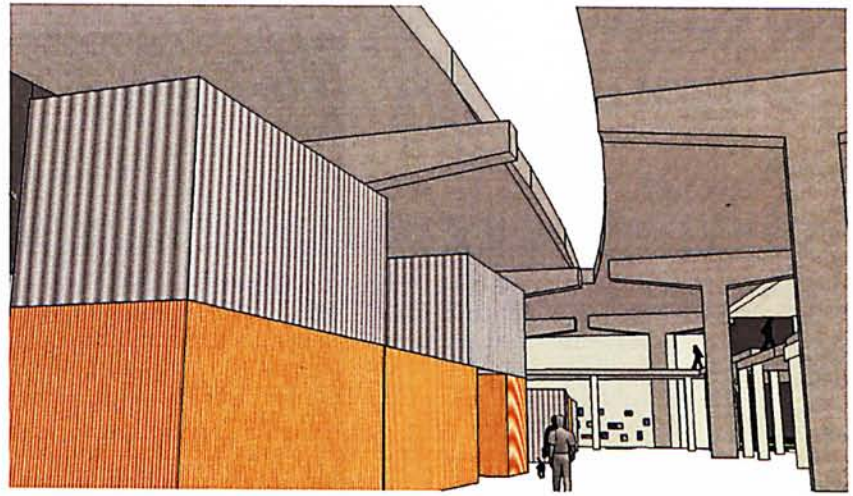
Temporary Exibition Design

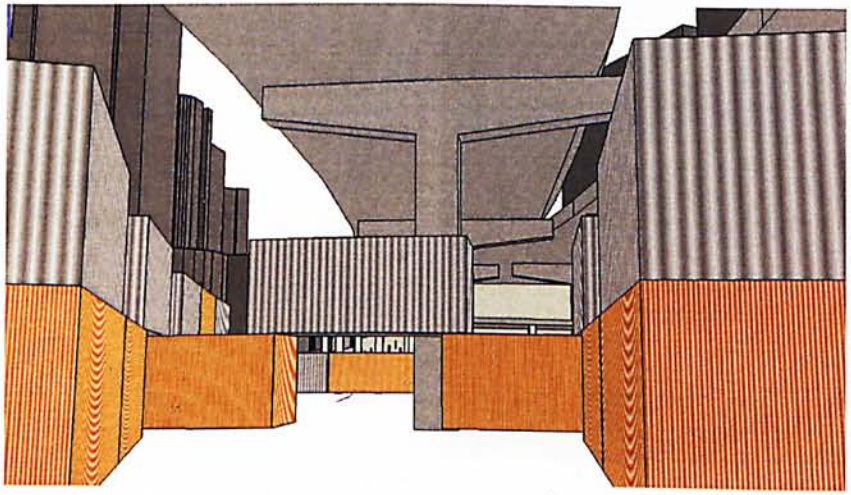


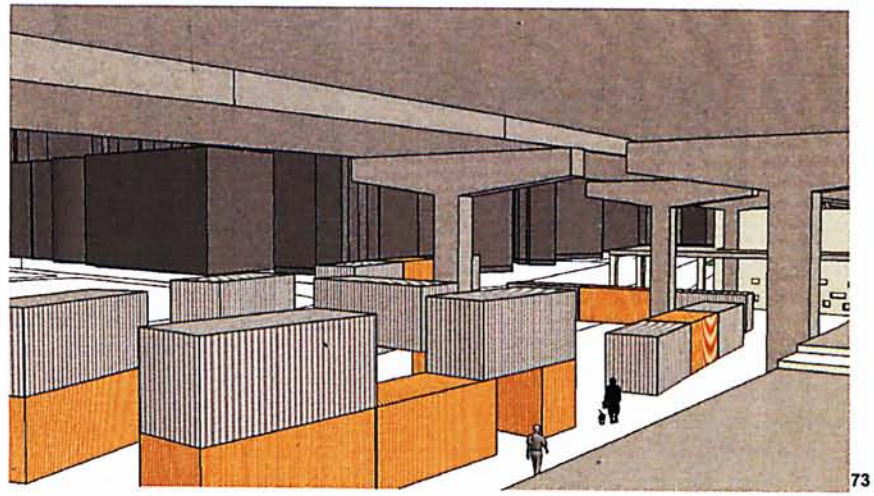
Perspective of temporary exibition

Flexible Design for Container Wall







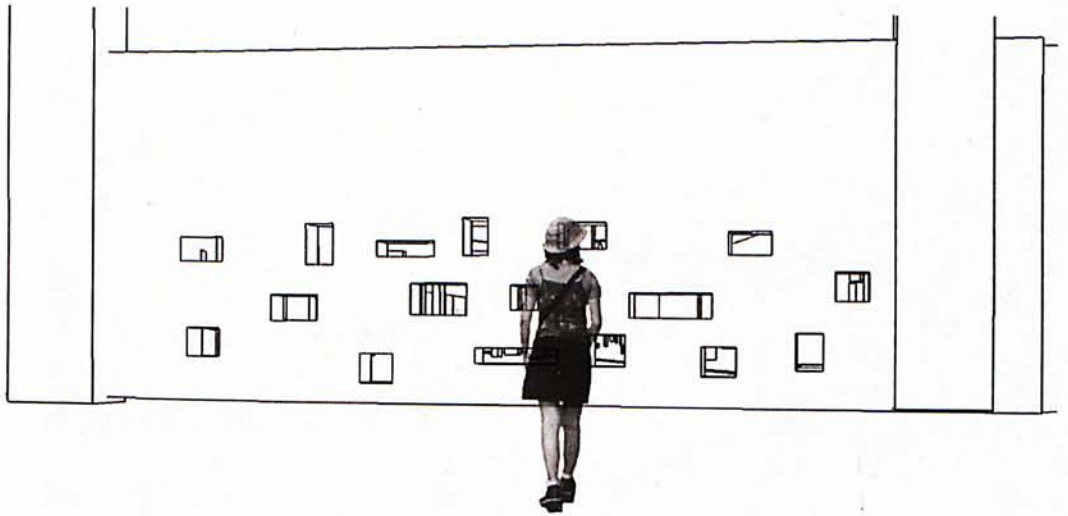


Extended pedestrian walkway under the flyover

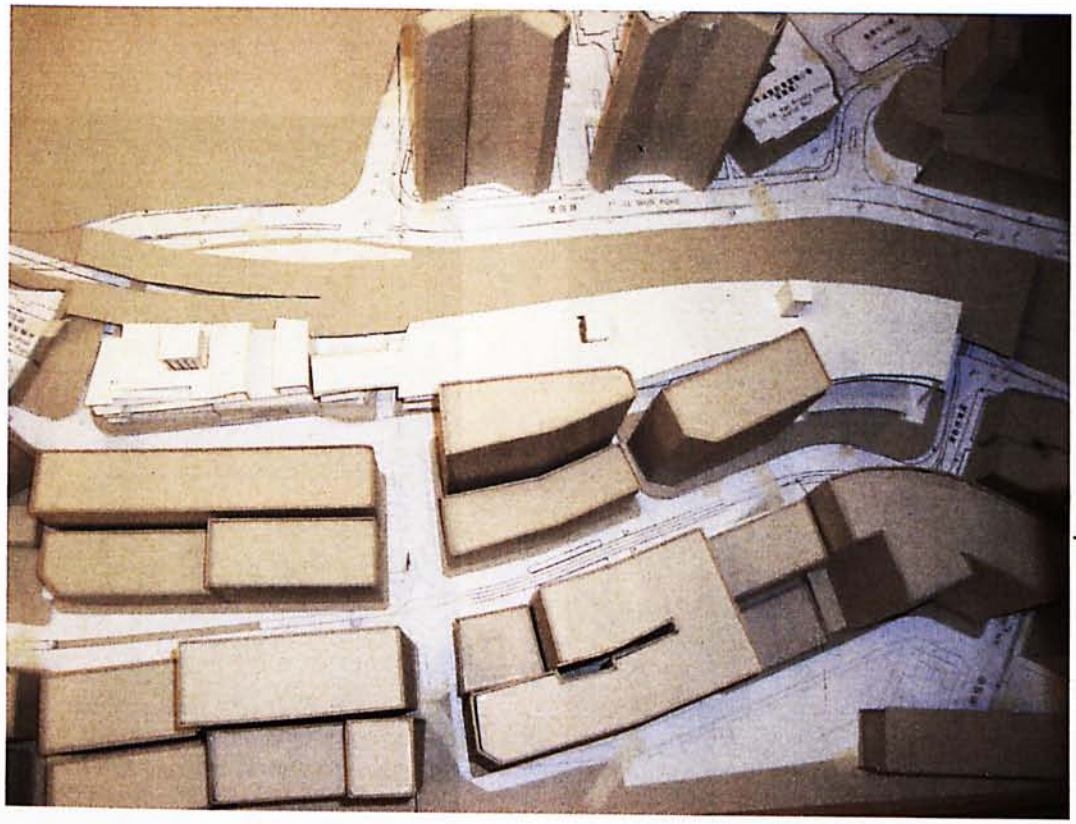
Perspective of extended pedestrian walkway under the flyover

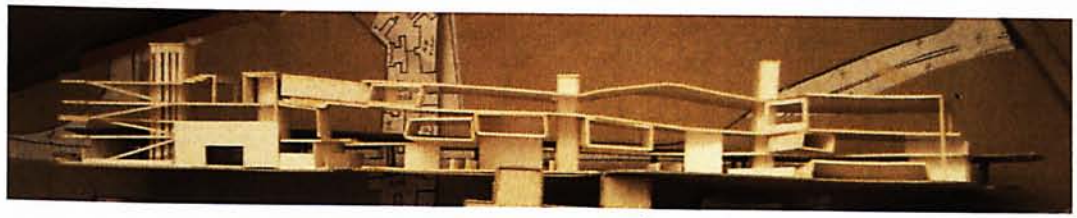
Visible Screen for Tram Depot

Visible Screen (Tram Depot)- The purpose is to create visual connection along the tram depot and the space under flyover



Study Model



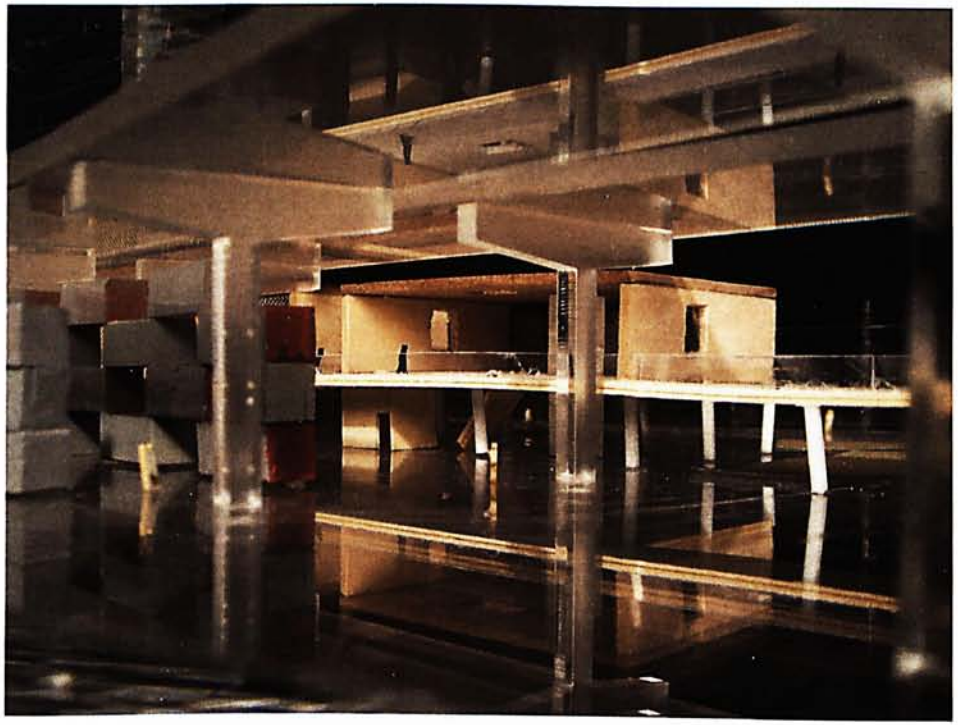


Final Model

Extended pedestrian walkway under the flyover

Facade

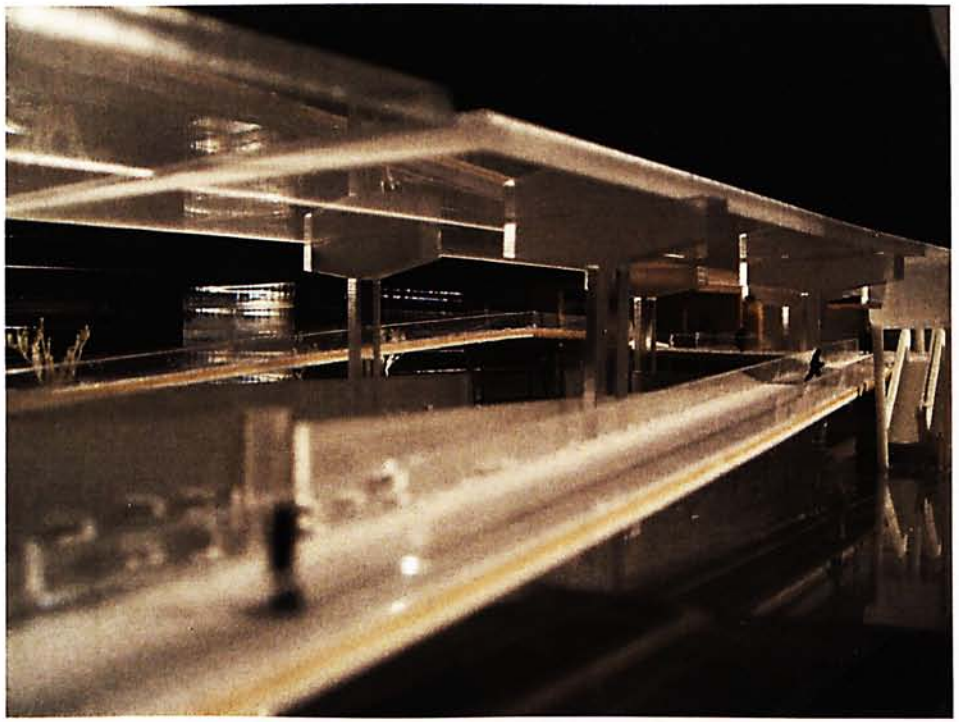
Final Model



Container wall and flexible space under flyover

Alleyway

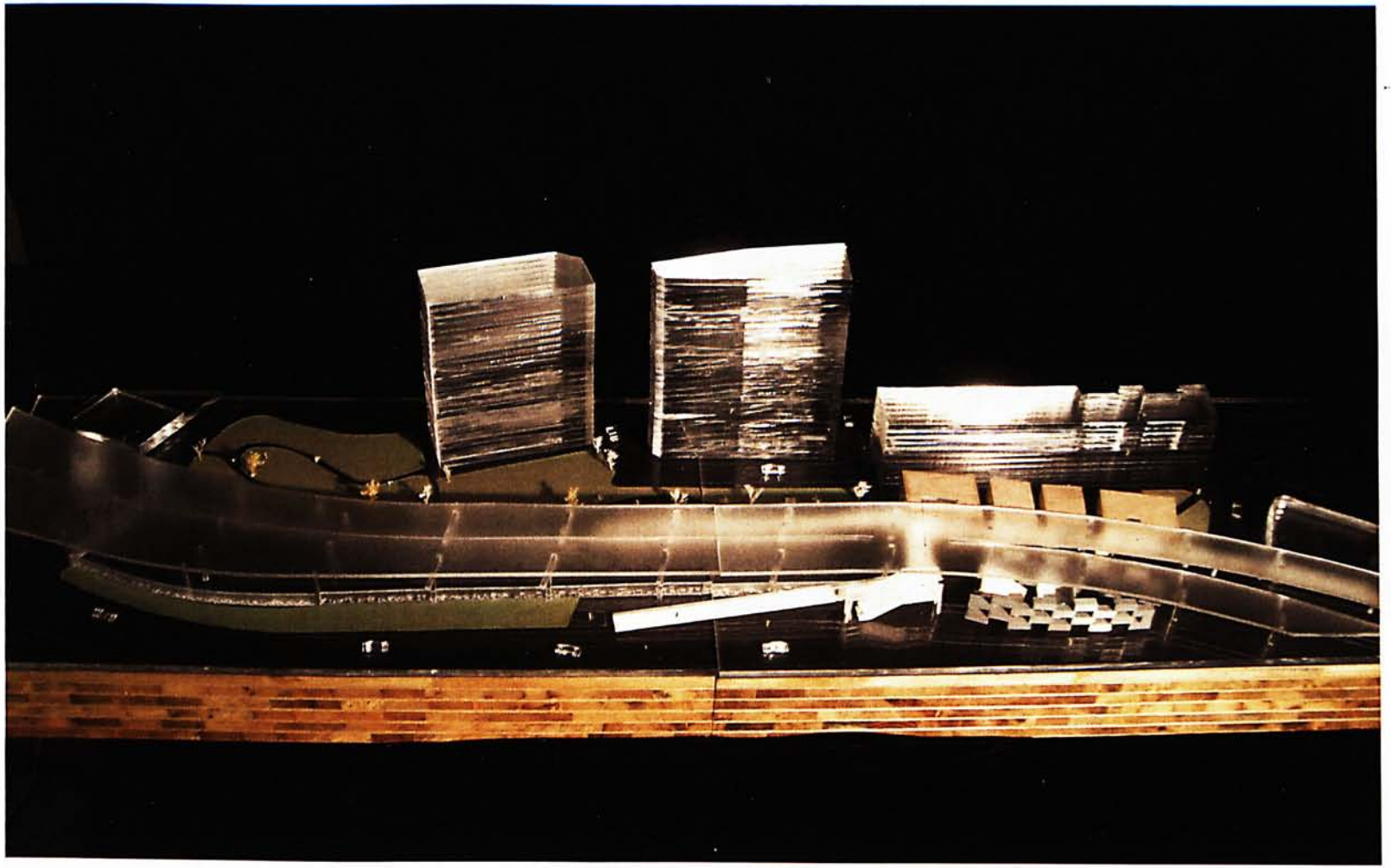
Final Model



Container wall and flexible space under flyover

Entrance

Final Model



Overall view

Final Model

Top view

Park